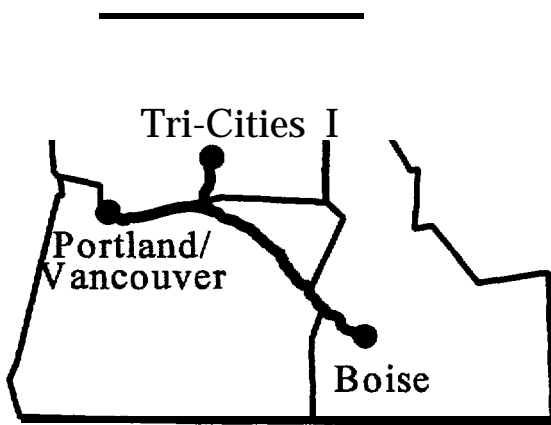


*ITS Corridor Plan*  
*Technical Memorandum*  
*July 1997*

## Portland/Vancouver to Boise ITS Corridor Study



Prepared for:  
Idaho Transportation Department  
Oregon Department of Transportation  
Washington State Department of Transportation

In Cooperation with:  
Federal Highway Administration

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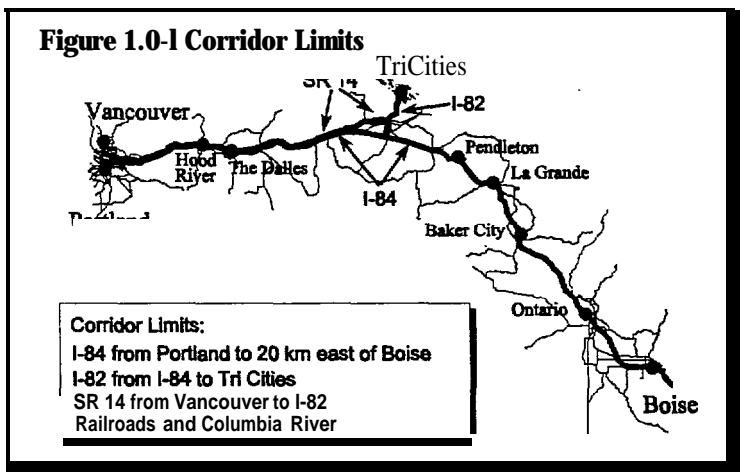
# 1.0 Project Introduction



Intelligent Transportation Systems (ITS) (formerly Intelligent Vehicle Highway Systems [IVHS]) is the application of advanced information processing, communications, vehicle sensing, and traffic control technologies to surface transportation systems. All highway and transit modes, as well as airport access, navigable waterway, and rail can be included in ITS applications. The objective of ITS is to promote more efficient use of the existing highway and transportation network, increase safety and mobility, and decrease environmental impacts due to congestion.

The Portland/Vancouver, Washington to Boise, Idaho ITS Corridor Study consists of conducting an Intelligent Transportation System corridor study and developing recommendations for deployment of ITS and appropriate communications technologies along a multi-state, intercity corridor. The corridor limits are illustrated in **Figure 1.0-1** and described below:

- Interstate 84 from I-205 in Oregon to a point 20 kilometers east of Boise, a distance of 706 kilometers (439 miles).
- Interstate 82 from I-84 in Oregon to I-182 in the Tri-Cities, Washington, a distance of 66 kilometers (41 miles).
- State Route 14 from I-205 in Washington to I-82 in Washington, a distance of 282 kilometers (175 miles).
- Union Pacific and Burlington Northern & Santa Fe Railroads
- Columbia River Waterway



A primary purpose of this comprehensive study is to develop recommendations for the implementation of appropriate ITS technologies and programs to address corridor transportation needs over the next 20 years. The study focuses on specific applications of Advanced Traffic Management Systems (ATMS), Advanced Traveler Information Systems (ATIS), Commercial Vehicle Operations (CVO), and Advanced Rural Transportation Systems (ARTS) technologies, with an emphasis on providing implementation guidelines to facilitate the integration and expansion of future ITS components within the corridor.

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The planning effort also investigates ways to provide traveler information for various modes. The information, including (but not limited to) roadway congestion, weather conditions, incident information, and construction information, will be used by travelers to make informed choices regarding mode, route, and time of departure.

The study also investigates the surveillance and communications requirements of traffic management systems and traveler information dissemination. These requirements include incident detection, demand management techniques in urban areas of the corridor, and flow monitoring.

A final purpose is to develop communication recommendations that take into account Idaho Transportation Department (ITD) Oregon Department of Transportation (ODOT), and Washington State Department of Transportation (WSDOT) communication requirements in the corridor. Communication requirements across state borders will receive particular attention.

The ITS implementation and communication plan will be developed for the following time frames:

- Short Term (1997 - 2002): The focus will be on the development of a detailed tactical plan that identifies specific projects and programs that can be implemented relatively quickly, and demonstrate the benefits of ITS to the traveling public. Because of the time required to secure funding and program projects for construction, many projects will be implemented during the medium term period.
- Medium Term (2003 to 2007): For this time frame, the study will address emerging trends and issues and will recommend steps that ITD, ODOT, and WSDOT should take to prepare for anticipated changes in the transportation operational environment as well as future funding sources and opportunities.
- Long Term (2008 to 2017): The plan will recommend a strategic approach to address long-term concerns.

The study is divided into seven major work elements:

### **Work Element 1 - Assess Transportation Needs**

This element generally consists of gathering data on transportation and traveler information needs and deficiencies in the corridor and identifying the magnitude of the problems.

### **Work Element 2 - Identify Corridor ITS Applications**

Work Element 2 involves using the USDOT's User Services categories to identify which ITS applications have the potential to address corridor needs.

### **Work Element 3 - Recommend ITS Strategies**

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This work element will identify ITS strategies that have a strong potential to meet corridor needs. Items associated with individual strategies such as benefits, costs, implementation barriers, technology requirements, and funding will be addressed.

**Work Element 4 Develop Corridor Plan**

This element will identify specific projects and programs to be implemented. Short term projects will be developed in sufficient detail to allow them to be included in DOT and other funding and construction programs in the three states.

**Work Element 5 - Assess ITS Communications Needs**

Work Element 5 will identify the communication characteristics of various ITS field components and make recommendations for a communication system.

**Work Element 6 - Conduct Outreach Effort**

This work element contains the project's public involvement and outreach program, including stakeholder interviews, general media releases, targeted media kits, workshops, and stakeholder presentations.

**Work Element 7 - Prepare Final Report**

Work Element 7 will consolidate the results of previous tasks into a final action plan.

Technical memoranda will be prepared for each-work element, excluding the outreach effort. Recommendations of the public outreach will be incorporated into the other technical memoranda.

## 1.0 Acronyms

The following acronyms are commonly used in this technical memorandum.

ARTS - Advanced Rural Transportation System  
ATIS - Advanced Traveler Information System  
ATMS - Advanced Traffic Management System  
CATV - Community Access Television  
CCTV - Closed Circuit Television  
CVO - Commercial Vehicle Operations  
HAR - Highway Advisory Radio  
HAT - Highway Advisory Telephone  
IMS - Incident Management System  
ISP - Information Service Provider  
ITD - Idaho Transportation Department  
ITIS - International Traveler Information Standards

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ITS - Intelligent Transportation Systems  
IVHS - Intelligent Vehicle Highway Systems  
MPO - Metropolitan Planning Organization  
NTCIP - National Traffic Control ITS Protocol  
ODOT - Oregon Department of Transportation  
OSI - Open Systems Interconnection  
POE - Port of Entry  
PS&E - Plans, Specifications, and Engineering  
RPP - Request for Proposal  
RWIS - Road Weather Information System  
SI-IRP - Strategic Highway Research Program  
TIC - Traveler Information Center  
TMOC - Traffic Management Operations Center  
TMS - Traffic Management Subsystem  
TOC - Traffic Operations Center  
USDOT - United States Department of Transportation  
VAR - Value Added Resaler  
VMS - Variable Message Sign  
WIM - Weigh in Motion  
WSDOT - Washington State Department of Transportation

## 2.0 Approach to Work Element 4



The purpose of this technical memorandum is to identify strategies, programs, and projects that have the greatest potential for deployment and benefits to travelers over the next 20 years. Because of the changing availability of funds and the rapid advancements in technology, the short-term component of the plan will include specific programs and projects to be implemented within the next few years, while the medium and long term portions of the plan will be more strategic in nature.

This plan provides flexibility with built-in check points to assess current conditions and technologies. Critical junctions and decision points are identified for the deployment of the ITS corridor plan, including a mechanism for periodic assessment of the plan to adjust for changing conditions such as integrating new technologies.

In conjunction with this technical memorandum, cost estimates have been prepared for the different system components as well as the prospectus information to allow the projects to be included in each state's budget and programming process. Equipment estimates are included in the construction estimate for those projects that were mostly a construction effort. Those projects which were more integration-oriented have the equipment estimate included in the system implementation estimate. This reflects the two types of companies that are expected to bid for these projects.

Programming information for priority projects is located in the Appendix. This information is provided in a prospectus format to allow projects to be listed for funding and construction within each state's budget and programming process.

### 2.1 Scope

The projects in this plan are presented in logical groupings based upon funding and the operations and maintenance practices for the three states. Each project will be described relating to content, affected corridor, benefits, and key issues. Sections 3.0 through 8.0 are outlined as follows:

- Section 3.0 provides an overall architecture and a complete list of projects.
- Section 4.0 provides a detailed discussion of the SR- 14/I-82 (Washington) ITS projects.
- Section 5.0 provides a detailed discussion of the I-84 (Oregon) ITS projects.
- Section 6.0 provides a detailed discussion of the I-84 (Idaho) ITS projects.
- Section 7.0 provides a detailed discussion of the corridor-wide projects.
- Section 8.0 provides the recommended priority for the projects and relates the project dependencies to the other ITS projects.

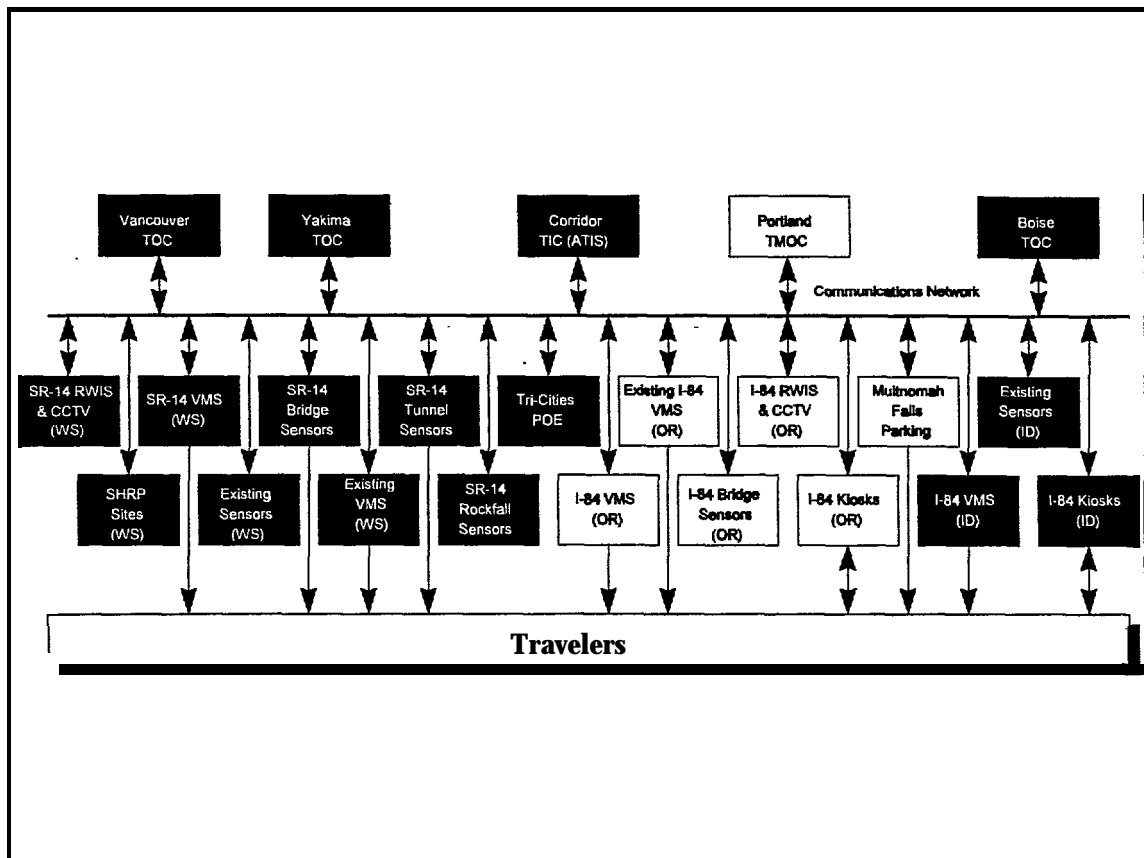
## 3.0 Corridor ITS Project Summary



To meet the needs of the corridor, a top-level architecture (shown in **Figure 3.0-1**) was developed that focuses on the “basic” system elements: a communications network, Traffic Operations Centers (TOC), field elements, a Traveler Information Center (TIC), dissemination elements, operators, and travelers. While each geographical area in the study utilizes a variation of these elements, the common relationship between elements and areas are travelers, the communications network, and information. The type of services provided include control of the system, traveler information, control of resources, and incident management. Operators in respective TOCs will be able to monitor local sensor information and information from other TOCs. Travelers will receive warnings and advisories (about incidents, road conditions, weather, parking availability, tourist attractions, etc.) at critical locations from variable message signs (VMS) and bridge and tunnel warning signs. Travelers will receive advanced warnings and advisories from VMS, parking status signs, highway advisory radio (HAR), highway advisory telephone (HAT) and kiosks. Traveler information is originally provided from sensor element data, verified at the TOCs, and processed via the TIC.

The ability to collect information and disseminate it to travelers is provided through the corridor communications network, which is a hybrid of subsystems that takes advantage of existing communications and adds capability to provide for a comprehensive network. It is recommended that the corridor communications network consist of SONET microwave for the main trunk and I-82 spur, spread spectrum for the device to main trunk links (where a land-line is not easily installed), and public telephone for the Portland Transportation Management Operation Center (TMOC) to Vancouver TOC link. Where cost effective, fiber optic communications should be considered as an alternative for the main trunk line. More detailed information on the recommended communications system may be obtained from Technical Memorandum 5, ITS Communications Assessment.

Using the top-level architecture developed as part of this study, several projects have been identified for implementation on the I-84, I-82, and SR 14 corridor (**see Tables 3.0-1 through 3.0-4**). Project title, area affected, and a summary description are provided. Projects have been placed in the following geographical order: Washington, Oregon, Idaho, and corridor-wide.



**Figure 3.0-1 Corridor Top Level Architecture**

**Table 3.0-1**  
**Washington SR-14 and I-82 Corridor ITS Project Summary**

<b>Project Title</b>	<b>Agency/Area</b>	<b>Project Summary Description</b>
Vancouver SR- 14 Corridor TOC	WSDOT, Southwest Region	This project will develop the Vancouver TOC and integrate the SR-14 infrastructure-into the TOC. It will also link the system with the overall corridor communications network. Existing field devices, not part of the corridor communication network, will be integrated as part of this project.
Yakima SR-14/I-82 Corridor TOC	WSDOT, South Central Region	This project will develop the Yakima TOC and integrate the SR-14 and I-82 infrastructure into the TOC. It will also link the system with the overall corridor communications network. Existing field devices, not part of the corridor communications network, will be integrated as part of this project.
Vancouver (Southwest Region) Communications Integration	WSDOT, Southwest Region	This project will integrate all SR-14 field devices into the communications network. This should be done in conjunction or combined with the Vancouver Corridor TOC.
Yakima (South Central Region) Communication Network, Spur, and Integration	WSDOT, South Central Region	This project will develop the I-82 communications network and integrate all SR-14 and I-82 field devices. This should be done in conjunction with the Yakima SR-14/I-82 Corridor TOC and could also be combined with the Yakima SR-14/I-82 Corridor TOC.
SR- 14 RWIS	WSDOT, Southwest Region	This project will add additional Road Weather Information System (RWIS) sites along the SR- 14 corridor at five- to seven-mile intervals. This project will also integrate the new sites into the communications network. Road and bridge ice sensors will be included where appropriate. A total of eight new sites will be added between MP 12 and MP 101.
SR-14 VMS Deployment	WSDOT, Southwest Region, SR- 14 MP 40 103	This project will add VMS to provide messages for weather, road conditions, rockfall, parking management, and recommended diversions. Integration of the eight new VMS into the corridor communications network will be part of this project.

<b>Project Title</b>	<b>Agency/Area.</b>	<b>Project-Summary Description</b>
SR- 14 Rockfall Detection and Warning System	WSDOT, Southwest Region along SR-14	This project will develop and install two rockfall -detection systems and integrate them into the overall corridor communications network.
SR- 14 Tunnel Overheight Detection System	WSDOT, Southwest Region	This project will implement overheight detection systems to reduce accidents by warning motorists of large trucks in five tunnels along SR- 14 between MP 58 and MP 60. It also includes the effort to integrate these systems into the corridor communications network (most likely the Vancouver TOC).
SR-14 Bridge Overheight and Overweight Detection System	WSDOT, Southwest Region	This project will implement new overheight and overweight detection systems on the Washington side of the bridges at Cascade Locks, Hood River, and The Dalles. It will also include integration of existing height and weight sensor systems into the corridor communications network (most likely the regional TOCs).
Tri-Cities Area Port of Entry Upgrade	WSDOT, Southwest Region, I-82 at MP 121	This project will upgrade the POE with the following capabilities: mainline pre-clearance, automatic classification, overheight detectors, VMS, database management to streamline CVO processing, and VISION systems. The intent is to make the Tri-Cities POE compatible with the Oregon and Idaho ports of entry.

**Table 3.0-2**  
**Oregon I-84 Corridor ITS Projects**

<b>Project Title</b>	<b>Agency/Area</b>	<b>Project Summary Description</b>
Portland I-84 Corridor TMOC Expansion	ODOT, Portland area	This project will integrate the I-84 infrastructure into the Portland TMOC. It also links the system with the overall corridor communications network. Part of this project will be the installation of workstations at the Oregon DOT and State Police district offices in The Dalles, Pendleton, La Grande, Baker City, Ontario, Hermiston, and Troutdale. Existing field devices, not part of the Oregon I-84 Communications Network, will be integrated as part of this project.
Oregon I-84 Communications Network Integration	ODOT, I-84	The purpose of this project will be to install the main communications trunk for the corridor and to integrate I-84 devices, RWIS stations, overweight sensors, SHRP sites, and VMS into the corridor communications network. This should be done in conjunction or combined with the Portland TMOC Expansion.
Oregon I-84 VMS Deployment	ODOT, I-84 MP 16toMP 375	This project will add VMS to provide messages for weather, road conditions, rockfall, parking management, and recommended diversions. Integration of 14 new VMS into the communications network will be part of this project, while existing VMS will be integrated as part of the Oregon I-84 Communications Network.
Oregon I-84 RWIS	ODOT, Districts 2C, 9, 12,13, and 14	This project will add additional RWIS sites along the I-84 corridor at five- to seven-mile intervals. This project will also integrate the new sites into the corridor communications network, including road and bridge ice sensors where appropriate. A total of 10 new sites will be added between MPs 6 and 120, and 17 new sites will be added between MPs 210 and 377.
Oregon I-84 Bridge Overheight and Overweight Detection System	ODOT, Districts 2C, 9, and 12	This project will implement new overheight and overweight detection systems on the Oregon side of the bridges at Cascade Locks, Hood River, The Dalles Biggs Junction, and on I-82. It will also include integration of existing height and weight sensor systems into the infrastructure (most likely the District Control Centers).

<b>Project Title</b>	<b>Agency/Area</b>	<b>Project Summary Description</b>
Oregon I-84 Kiosk	ODOT, I-84 from Portland to Ontario	This project will develop and install nine traveler information kiosks along I-84.
Multnomah Falls Parking Management System	ODOT, District 2C	This project will develop a system that detects parking conditions at Multnomah Falls and provides travelers information via VMS, HAR, kiosks, and parking availability signs along I-84. This will include integrating the information into the communications infrastructure and the TIC.

**Table 3.0-3**  
**Idaho ITS Projects**

<b>Project Title</b>	<b>Agency/Area</b>	<b>Project Summary Description</b>
Boise I-84 Corridor ATMS Strategic Plan	ITD, Boise area	This project will evaluate the feasibility of and provide recommendations for implementing an ATMS for the Boise area.
Boise Area Communications Integration Project	ITD, Boise area	This project will implement a communications link with the I-84 corridor communications network and integrate all I-84 field devices in the Boise area into the communications network.
Idaho I-84 VMS Deployment	ITD, I-84 MP 2 to MP 50	This project will add VMS to provide messages for congestion, weather, road conditions, and recommended diversions. Integration of the new VMS into the communications infrastructure will be part of this project as well as installation of four new VMS.
Idaho I-84 Kiosk Project	ITD, I-84 from MP 2 to MP 53	This project will develop and install two traveler information kiosks along I-84.
Idaho RWIS Upgrade Project	ITD, I-84	This project will upgrade existing RWIS sites to handle CCTV capabilities and to be integrated into the wireless communications network portion of the Idaho Communications Network Project.

**Table 3.0-4  
Corridor-Wide Projects**

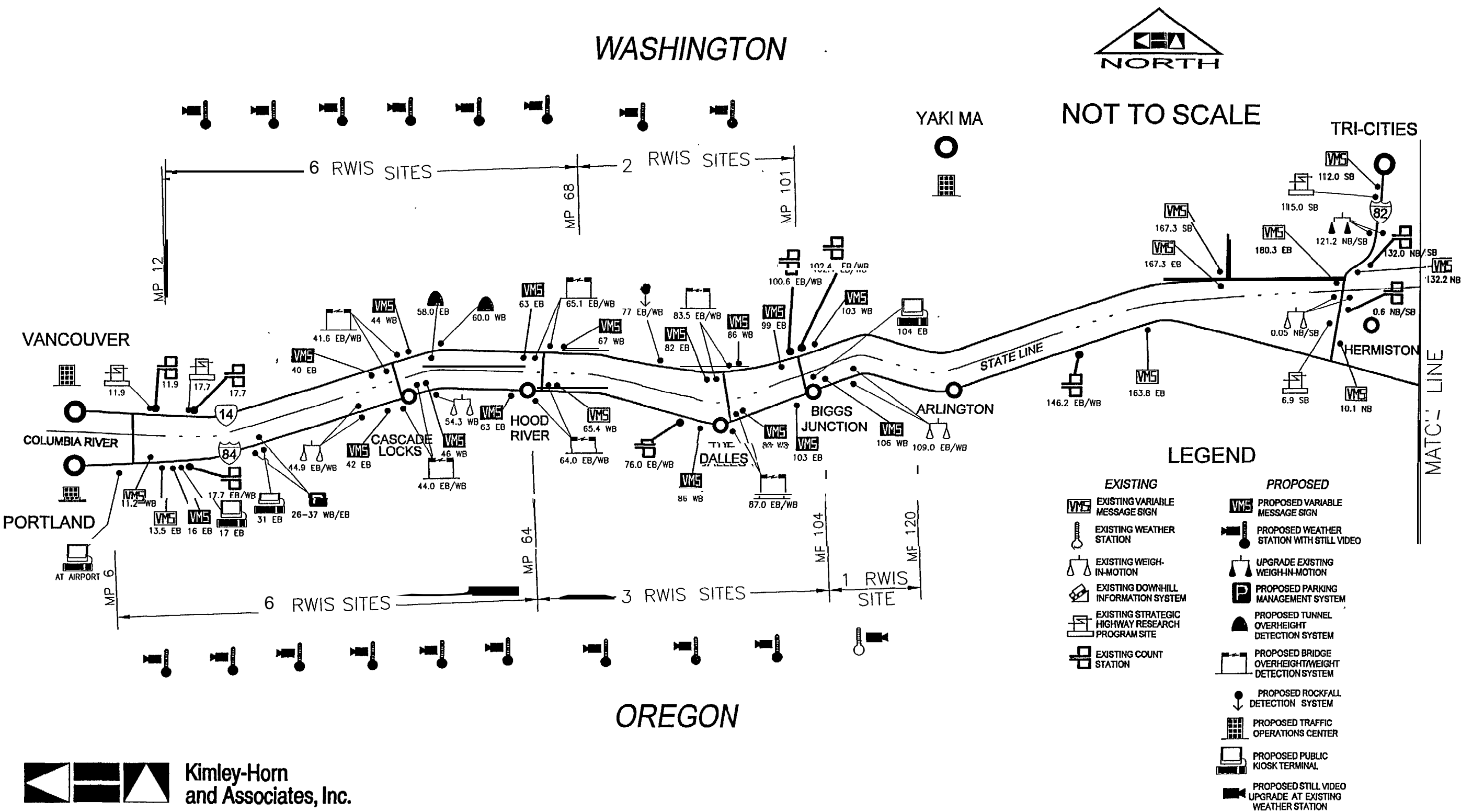
<b>Project Title</b>	<b>Agency/Area</b>	<b>Project Summary Description</b>
Washington, Oregon, Idaho ITS Coordination Committees	WSDOT, ODOT, ITD, Corridor-Wide	Establishes working committees to ensure standardization of the system and to coordinate the deployment of ITS projects for the corridor. The committees will also be the reviewing body for input on the other ITS projects (equipment purchases, communications designs, etc.) that require coordination. This committee will also prepare and coordinate funding requests for ITS projects. This body should remain intact throughout the ITS implementation phase (1997-2007).
Corridor System Manager Project	WSDOT, ODOT, ITD	This is the project that ensures that all projects work together. It will identify the scope of most of the other related projects, what project field devices will be integrated, and how they are to be integrated. The System Manager will be responsible to see that other contractors will comply with the overall system requirements including integration into the overall system.
Advanced Traveler Information System (ATIS)	WSDOT, ODOT, ITD, Corridor-Wide, Portland ( for the TIC)	This project will integrate a TIC into the Portland TMOC. This center will coordinate traveler data and disseminate it via HAT, HAR, VMS, kiosk, the Internet, and private companies. Part of this effort will be to establish the data center for ATIS and a Web page capability. Integration with the corridor communications network will also be part of this effort. This project will need to be done in conjunction with the kiosk projects. Development of the HAT and the HAR will also be completed as part of Advanced Traveler.

The four communications projects comprise the corridor communications network. This network will provide a set of standards and consistent interfaces for all agencies.

**Figures 3.0-2 and 3.03** illustrate the proposed field equipment network for the corridor.

# PORTLAND/VANCOUVER TO BOISE ITS CORRIDOR STUDY PROPOSED RURAL ITS NETWORK

FIGURE 3.0-2



Kimley-Horn  
and Associates, Inc.

# PORTLAND/VANCOUVER TO BOISE ITS CORRIDOR STUDY PROPOSED RURAL ITS NETWORK

FIGURE 3.0-3



NOT TO SCALE

MATCH LINE

## LEGEND

### EXISTING

- EXISTING VARIABLE MESSAGE SIGN
- EXISTING WEATHER STATION
- EXISTING WEIGH-IN-MOTION
- EXISTING DOWNHILL INFORMATION SYSTEM
- EXISTING STRATEGIC HIGHWAY RESEARCH PROGRAM SITE
- EXISTING COUNT STATION

### PROPOSED

- PROPOSED VARIABLE MESSAGE SIGN
- PROPOSED WEATHER STATION WITH STILL VIDEO
- UPGRADE EXISTING WEIGH-IN-MOTION
- PROPOSED PARKING MANAGEMENT SYSTEM
- PROPOSED TUNNEL OVERHEIGHT DETECTION SYSTEM
- PROPOSED BRIDGE OVERHEIGHT/WEIGHT DETECTION SYSTEM
- PROPOSED ROCKFALL DETECTION SYSTEM
- PROPOSED TRAFFIC OPERATIONS CENTER
- PROPOSED PUBLIC KIOSK TERMINAL
- PROPOSED STILL VIDEO UPGRADE AT EXISTING WEATHER STATION

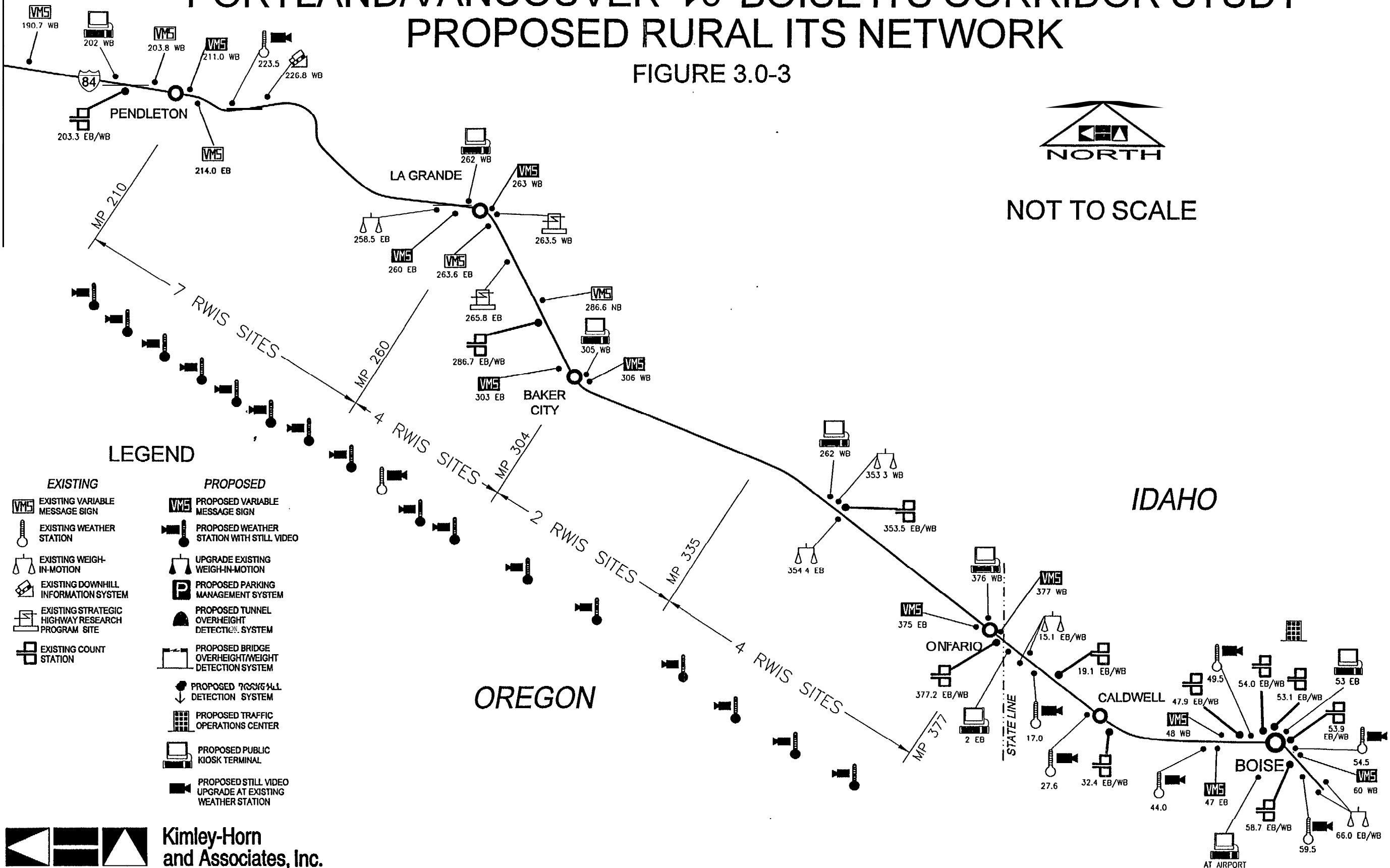


Kimley-Horn  
and Associates, Inc.

IDAHO

OREGON

STATE LINE



## 4.0 SR-14/I-82 (Washington) ITS Projects

There are nine recommended SR-14 and I-82 ITS projects for the State of Washington. Six of the projects will be implemented in the Southwest Region and three in the South Central Region. This section describes each of these projects, highlighting the key areas affected and benefits of deployment. Schedule and budget estimates are also provided for each project.

### 4.1 Project Title: Vancouver (Southwest Region) SR-14 Corridor Traffic Operations Center (TOC)

**Description:** This project will implement the Vancouver TOC, interface the TOC with the corridor communications network, and integrate field devices. It will also link the Vancouver TOC with the other corridor TOCs. The purpose of the TOC will be to monitor SR-14 field devices in the Southwest Region, coordinate incident management, reduce the potential for incidents, provide control for VMS messages, and improve the highway flow in the area. The Vancouver TOC will provide the following services:

- o Traffic management
- o Incident management
- a Corridor information from the other centers

**Figure 4.1-1** shows a block diagram of the Vancouver TOC subsystems. The Traffic Management Subsystem (TMS) provides collection and processing functions for traffic and road status data. Incident management provides resources and functions to respond to and monitor incidents either detected or when notified. The Information Service Provider (ISP) subsystem provides traveler information services based upon current traffic information provided by the TMS. Part of this project will be to coordinate the Vancouver Communications Integration project so that the communications with the corridor field devices is established and that they are integrated with the system at the TOC. WSDOT and ODOT are considering a regional joint TOC in the Portland/Vancouver area.

**Areas Affected:** SR-14 corridor and Southwest Region.

**Benefits:** The SR-14 corridor and the Southwest Region will experience reduced traffic congestion and improved incident management along the corridor. Travelers in the SR-14 corridor area will benefit from real-time information on road and traffic conditions.

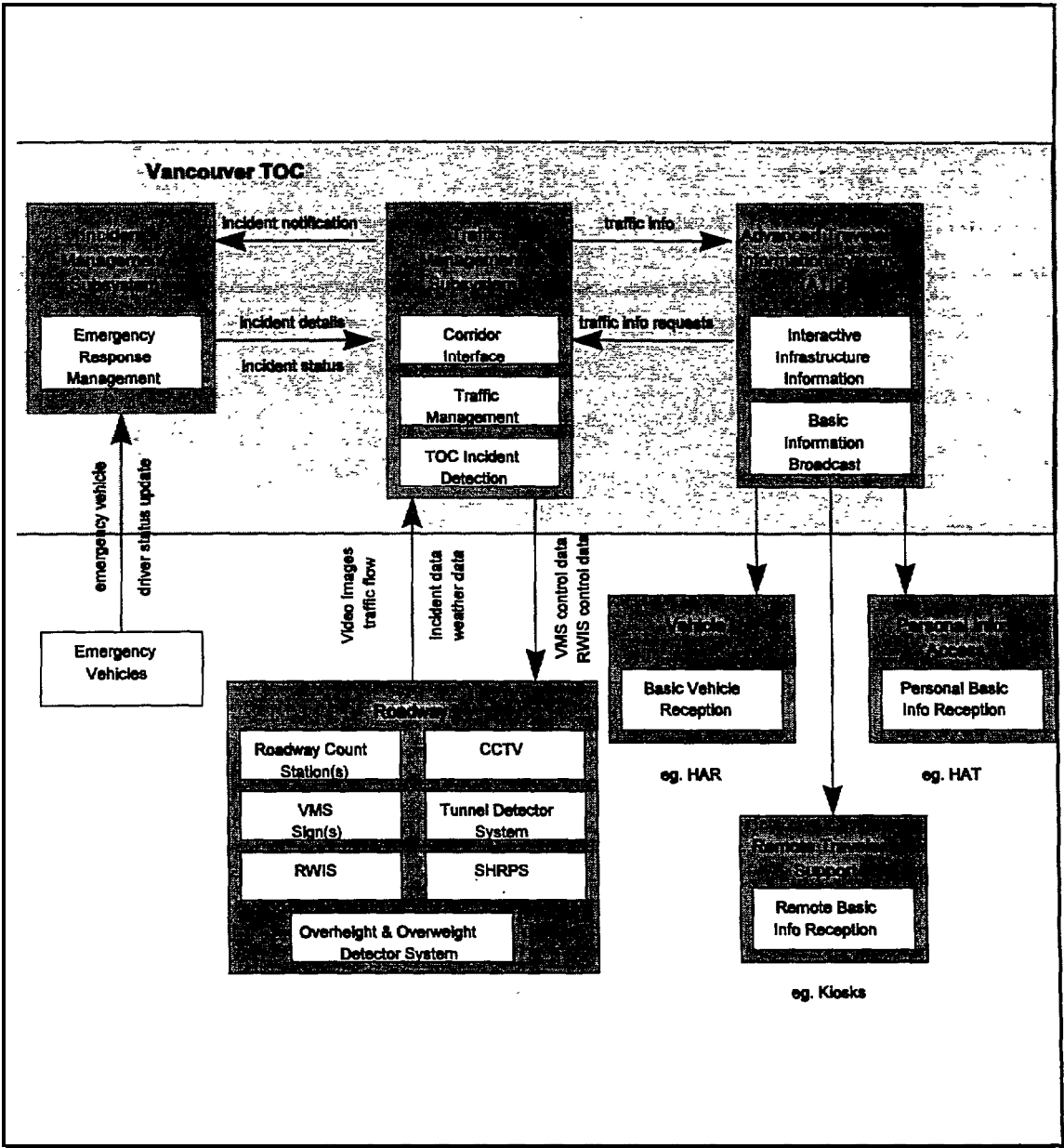


Figure 4.1-1 Vancouver TOC and SR-14 Basic Infrastructure Diagram

**Estimate:** This project will cover 1 g-24 months (see phasing schedule) with most of the work occurring during build and integration. Note that a five-year maintenance task was also included in the estimate. It was assumed that space for the TOC is available in the Southwest Region offices in Vancouver. Budgetary estimates are summarized below:

<b>Task/Materials</b>	<b>Total Estimate</b>
Preliminary Design	<b>\$100,000</b>
Plans, Specifications and Estimates	\$135,000
Construction	\$ 80,000
Construction Engineering	\$135,000
System Implementation, Integration, Testing, Training & Equipment	\$590,000
Project Subtotal	\$1,040,000
Contingency	\$310,000
Project Total	\$1,350,000
Maintenance (5 years)	\$350,000

**Issues:** The project should be coordinated with possible development of a Vancouver area Traffic Management System to share facilities and staff.

## 4.2 Project Title: Yakima (South Central Region) SR-14 Corridor TOC

**Description:** This project will implement the Yakima TOC, interface the TOC with the corridor communications network, and integrate associated field devices. It will also link the Yakima TOC with the other corridor TOCs. The purpose of the TOC is to monitor SR- 14 and I-82 field devices in the South Central Region, coordinate incident management, reduce the potential for incidents, provide control for VMS messages, and improve highway flow in the area. The Yakima TOC will provide the following services:

- Traffic management
- Incident management
- Corridor information from the other centers

**Figure 4.2-1** shows a block diagram of the Yakima TOC subsystems. The TMS provides the collection and processing functions on traffic and road status data. Incident management provides resources and functions to respond to and monitor incidents either when detected or when notified. The

ISP provides traveler information services based upon current traffic information provided-by the TMS. Part of this project would be to coordinate with the Yakima Communications Integration so that the communications with the corridor and other field devices are integrated into the TOC.

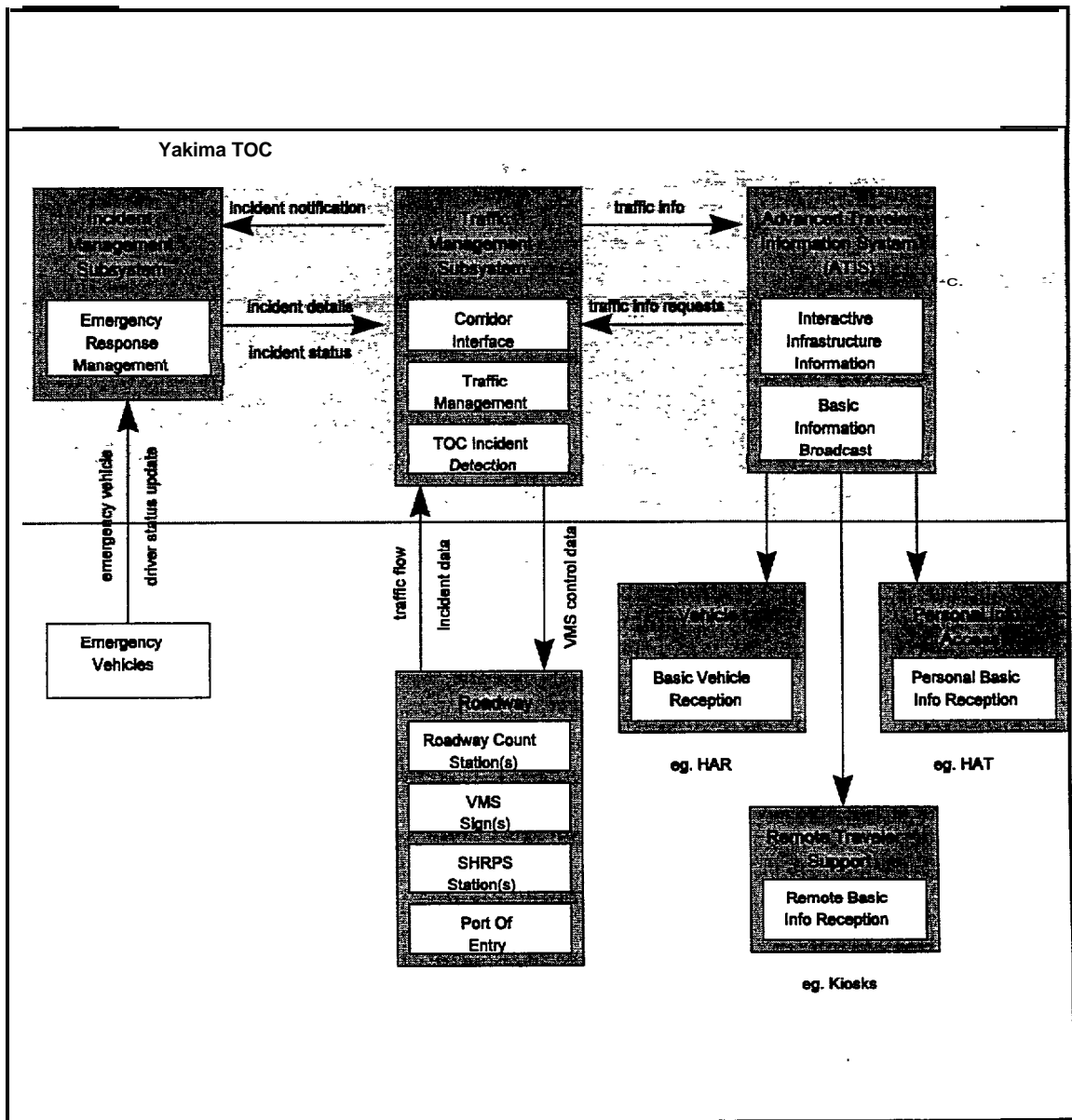
AreasAffected: South Central Region.

Benefits: SR-14/I-82 within the South Central Region will experience reduced traffic congestion and improved incident management along the corridor. Travelers in the SR-14 and I-82 corridor area will benefit from real-time information on road conditions and traffic situations.

Estimate: This project will cover 18-24 months (see phasing schedule), with most of the work occurring during build and integration phases. Note that a five-year maintenance task was also included in the estimate. It was assumed that space for the TOC is available at the South Central Region Office. Budgetary estimates are summarized below:

Task/Materials	Total Estimate
Preliminary Design	\$90,000
Plans, Specifications and Estimates	\$120,000
Construction	\$80,000
Construction Engineering	\$120,000
System Implementation, Integration, Testing, Training & Equipment	\$515,000
Project Subtotal	\$925,000
Contingency	\$280,000
Project Total	\$1,205,000
Maintenance (5 years)	\$200,000

Issues: The project should be coordinated with possible development of a Yakima Traffic Management System to share facilities and staff.



**Figure 4.2-1 Yakima TOC and SR-14/I-82 Basic Infrastructure Diagram**

### 4.3 Project Title: Vancouver (Southwest Region) Communications Integration

**Description:** This project will implement the communications link for SR-14 with the I-84 main communications trunk for the Southwest Region. The project will integrate all existing devices along SR-14 (see **Figure 3.0-2** and **Figure 3.0-3**) with the communications network. This project includes linking the Strategic Highway Research Program sites at **MPs 11.9 and 17.7 (see Figure 4.3-1)**. Part of this project will be to coordinate the SR-14 Corridor TOC project so that communications with the existing corridor field devices is established and that they are integrated with the system at the TOC. Communications protocol converters should be considered to facilitate integrating existing proprietary equipment using standard NTCIP communications protocols.

**Areas Affected:** Southwest Region, along SR-14.

**Benefits:** All existing field devices along SR-14 up to the South Central Region boundary will be integrated. Traffic status, VMS control, weather, and road conditions will be real-time. The SR-14 and Vancouver area travelers will benefit from real-time information on road and traffic situations on SR- 14, I-82, and I-84.

**Estimate:** This project will cover 12-24 months (see phasing schedule), with most of the work occurring during build and integration phases. A five-year maintenance task was also included in the estimate. The budgetary estimates are summarized below:

<b>Task/Materials</b>	<b>Total Estimate</b>
Preliminary Design	\$75,000
Plans, Specifications and Estimates	\$100,000
Construction & Equipment	\$375,000
Construction Engineering	\$100,000
System Implementation, integration, Testing & Training	\$115,000
Project Subtotal	\$765,000
Contingency	\$225,000
Project Total	\$990,000
Maintenance (5 years)	\$100,000

**Issues:** A standardized communications protocol will be needed for existing and future ITS devices. SONET Microwave is recommended for the main

trunk communications; however, fiber optic should be considered as an alternative where cost effective

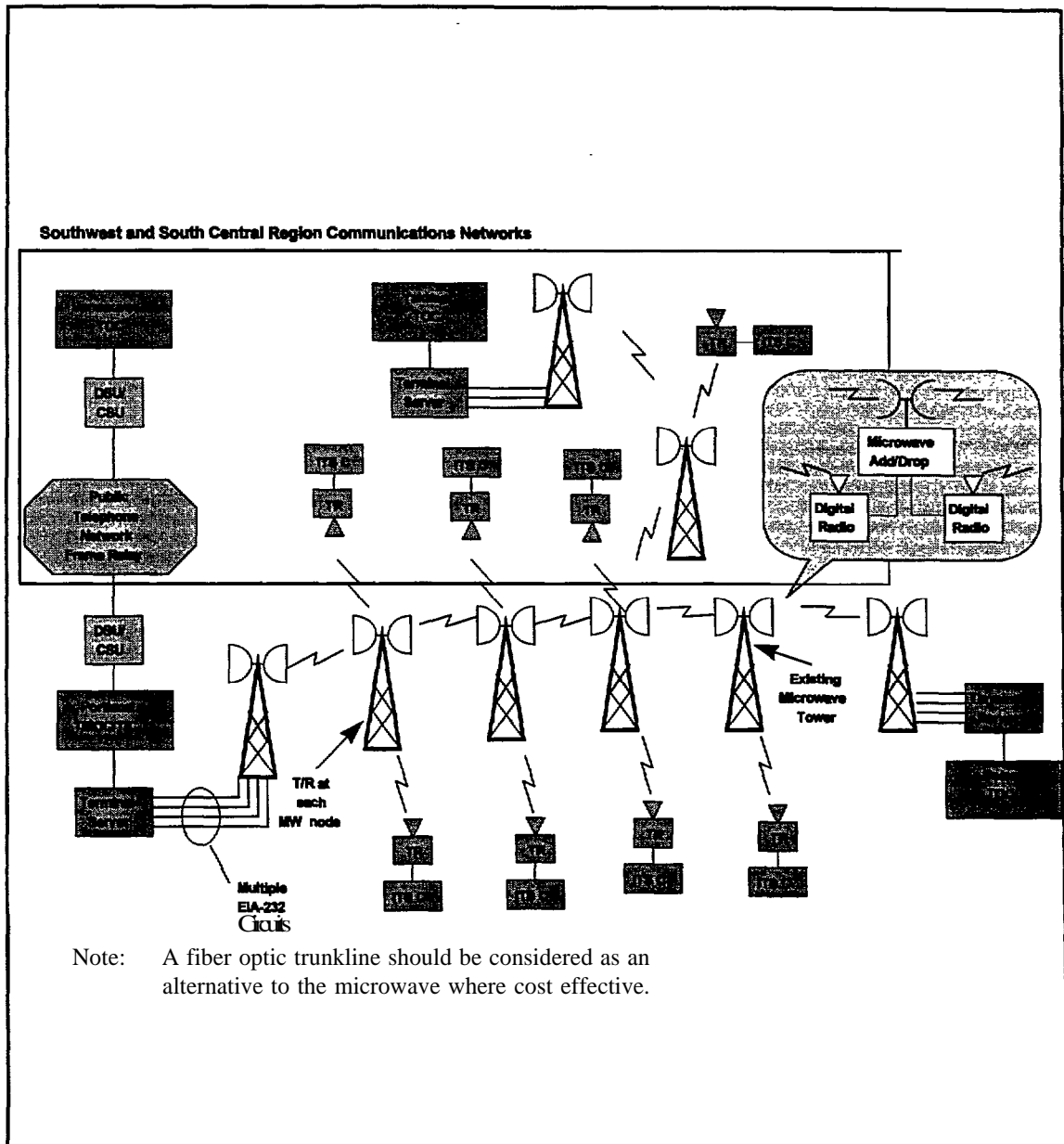


Figure 4.3-1 Vancouver/Yakima Communications Networks

## 4.4 Project Title: Yakima (South Central Region). Communication Network, Spur, and Integration

**Description:** This project will implement the communications for SR- 14 and I-82 in the South Central Region and link it with the I-84 main communications trunk on I-84 (**see Figure 4.3-I**). The project will integrate field devices along SR- 14 (**see Figure 3.0-2** and **Figure 3.0-3**) into the communications network (those not covered in the Yakima TOC project). The I-82 communications network will run from the I-84 connection to Tri-Cities and to Yakima (WSDOT Regional Office) Appropriate existing devices, to be integrated, **are** shown in **Figures** 3.0-2 and 3.0-3. It is recommended this project include linking the Strategic Highway Research Program site at MP 115 (on I-82) and integrating the following existing VMS into the communications network:

- Eastbound SR-14 at MP 167.3
- Eastbound SR-14 at MP 180.3
- Southbound SR-22 1 near the SR- 14 intersection
- Northbound I-82 at MP 132.2
- Southbound I-82 at MP 112.0

Part of this project will be to coordinate with the South Central Region TOC project in Yakima so that communications with the corridor field devices are established and that they are integrated with the system at the TOC. Communications protocol converters should be considered to facilitate integrating existing proprietary equipment using standard NTCIP communications protocols.

**Areas Affected:** South Central Region along SR- 14 from the Southwest Region boundary to the I-82 intersection and from the Oregon border (on I-82) to the Tri-Cities area. The remainder of the spur will go from the Tri-Cities area to the WSDOT Regional Office in Yakima.

**Benefits:** All existing field devices along SR-14 up to Southwest Region boundary and from the Yakima TOC to the Oregon boundary along I-82 will be integrated. Traffic status, VMS control, weather, and road conditions will be real-time. The SR- 14/I-82 and South Central Region travelers will benefit from real-time information on road conditions and traffic on SR-14, I-82, and I-84.

Estimate: This project will cover 12-24 months (see phasing schedule). Most of the work will occur during build and integration. Note that a five-year maintenance task was estimated. The budgetary estimates are summarized below:

Task/Materials	Total Estimate
Preliminary Design	<b>\$55,000</b>
Plans, Specifications and Estimates	\$70,000
Construction & Equipment	\$220,000
Construction Engineering	\$70,000
System Implementation, Integration, Testing & Training	\$145,000
Project Subtotal	\$560,000
Contingency	\$170,000
Project Total	\$730,000
Maintenance (5 years)	\$70,000

Issues: A standardized communications protocol will be needed for existing and future ITS devices.

## 4.5 Project Title: SR-14 RWIS

Description: This project will install Road Weather Information Systems (RWIS) sites along SR- 14 at five- to seven-mile intervals (**see Figure 3.0-2**). This project will integrate the RWIS sites to the corridor communications network, and the Vancouver TOC. Road and bridge ice sensors will be included as appropriate. A total of eight new sites will be added between MP 12 and MP 101. It is recommended that the RWIS system include the following subsystems as a minimum (**see Figure 4.5-1**):

- Road ice sensors subsystem
- Weather station subsystem
- Controller subsystem
- Communications subsystem

Each RWIS will collect and process micro-climate weather and local road condition information. When ice, rain, or high winds are detected on SR-14, the RWIS Controller Subsystem will format a message and send it to the Vancouver TOC. Operators in the Vancouver TOC will send advisories to appropriate VMS, HAR, and HAT systems. The Vancouver TOC will automatically pass the advisories on to the Portland and Yakima TOCs and

the Advanced Traveler Information System. Weather information will also be available to maintenance and law enforcement personnel.

**Areas Affected:** Southwest Region along SR- 14 from MP 12 to MP 101.

**Benefits:** Real-time notification of road and weather conditions will help reduce the risk of incidents on SR-14. Road maintenance resources will be more effectively utilized due to more accurate information.

**Estimate:** This project will cover 24 months (see phasing schedule). Most of the work will occur during build and integration. The budgetary estimate is summarized below. The base system consists of two RWIS units; six additional units are recommended and may be implemented simultaneously with the base system for an additional \$735,000.

<b>Task/Materials</b>	<b>Total Estimate</b>	<b>Base System (2 systems)</b>	<b>Additional Units</b>	<b>cost/ Unit</b>
Preliminary Design	\$ 55,000	\$55,000		
Plans, Specifications and Estimates	\$50,000	\$50,000		
Construction & Equipment	\$545,000	\$155,000	6	\$65,000
Construction Engineering	\$85,000	\$25,000	6	<b>\$10,000</b>
System integration, Testing & Training	\$220,000	<b>\$100,000</b>	6	\$20,000
Project Subtotal	\$955,000	\$385,000		\$95,000
Contingency	\$245,000	\$95,000		\$25,000
Project Total	\$1,200,000	\$480,000	\$720,000	\$120,000
Maintenance (5 years)	<b>\$100,000</b>	<b>0</b>	5	\$20,000

**Issues:** RWIS data will need to be simplified before making it available to the general public.

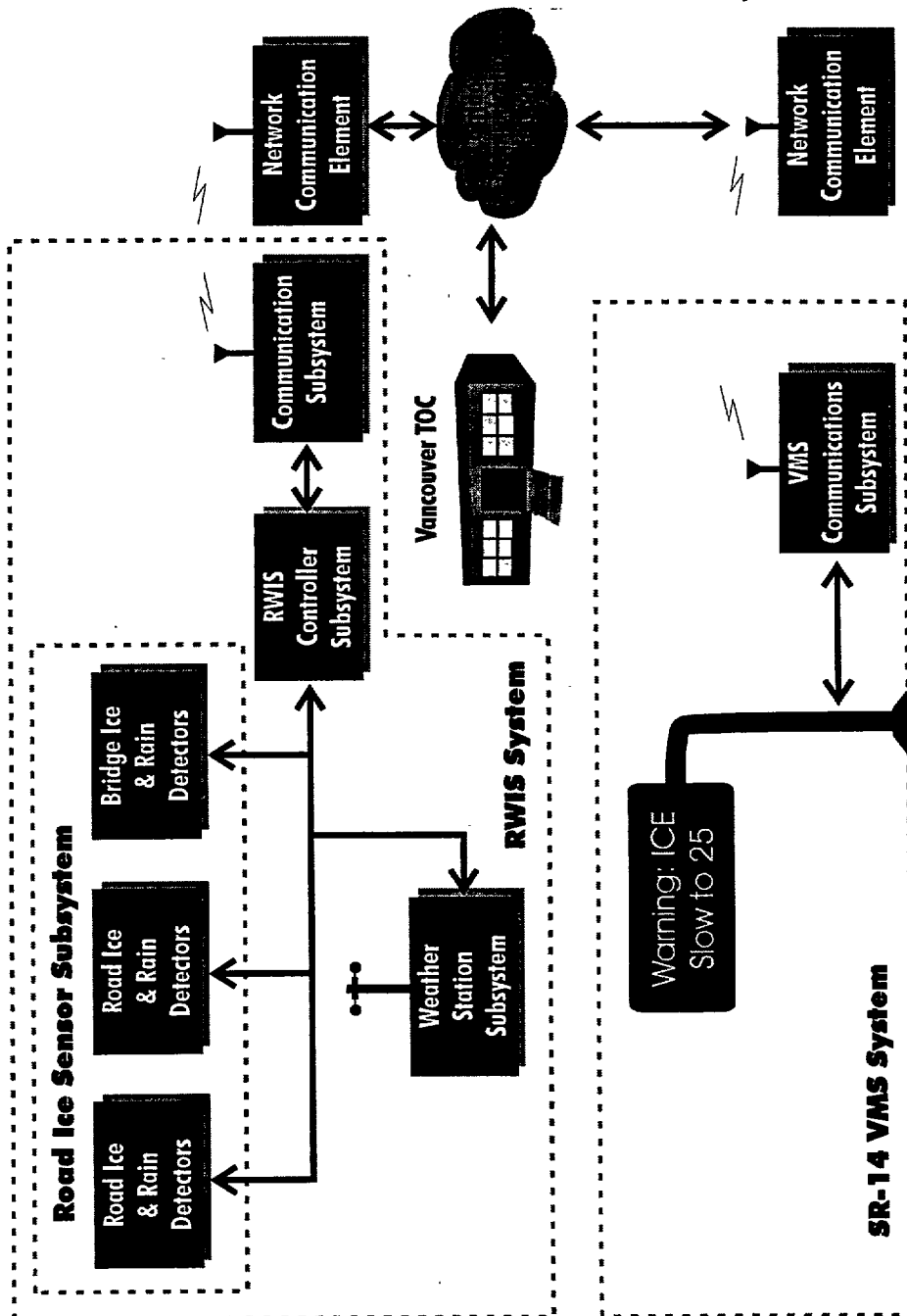


Figure 4.5-1 SR-14 Road Weather Information System

## 4.6 Project Title: SR-14 VMS Deployment

**Description:** This project will implement eight permanent VMS signs to provide messages for congestion, weather, road conditions and recommended diversions. One portable VMS will also be implemented for special situations (events and construction). Integration of VMS signs with the communications infrastructure (and the Vancouver TOC) will be part of this project. The portable VMS will be connected to the Vancouver TOC via cellular communications (**see Figure 4.6-1**). Preliminary locations for the eight permanent signs **are (see Figure 3.0-2 and Figure 3.0-3):**

- Eastbound SR- 14 near MP 40
- Eastbound SR-14 near MP 63
- Eastbound SR-14 near MP 82
- Eastbound SR- 14 near MP 99
- Westbound SR- 14 near MP 44
- Westbound SR- 14 near MP 67
- Westbound SR-14 near MP 86
- Westbound SR-14 near MP 103

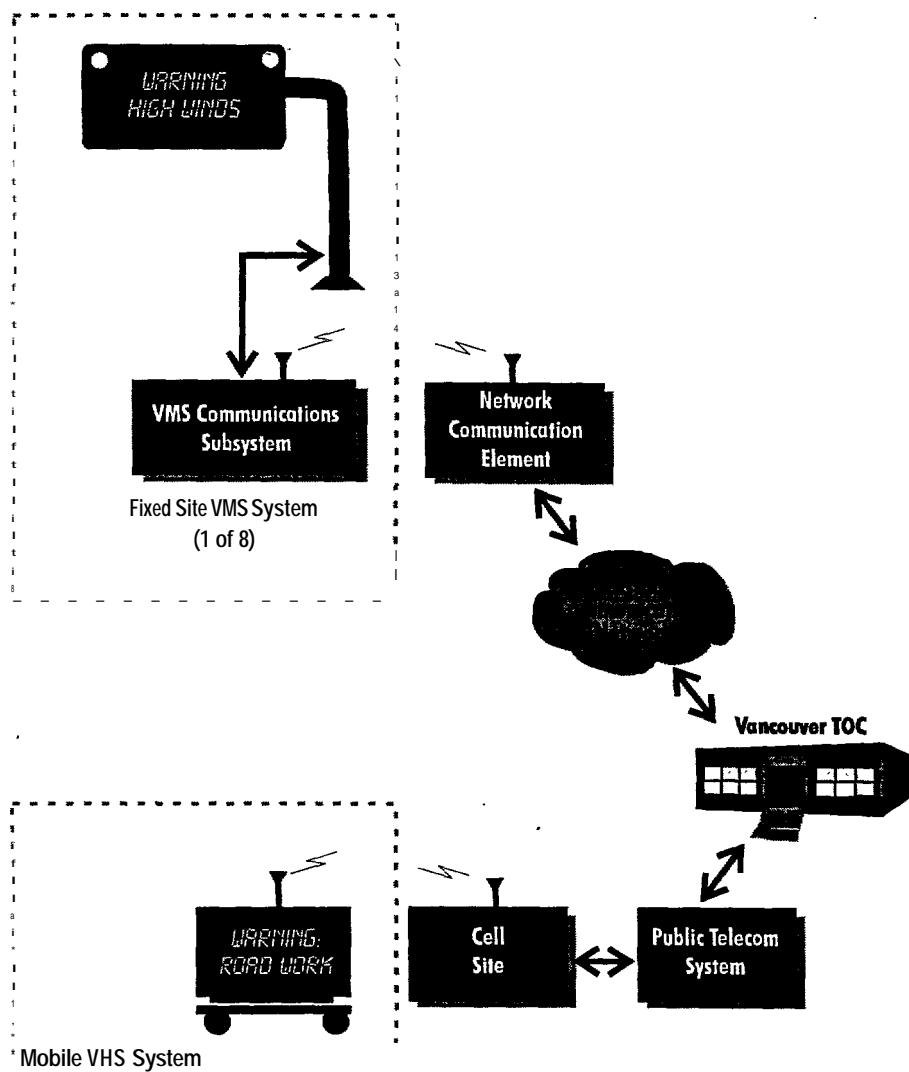
**Areas Affected:** SR-14; MI' 40 to MP 103.

**Benefits:** Travelers will receive real-time traffic status, weather, and road conditions to improve safety and reduce incidents.

**Estimate:** This project will cover 12-24 months (see phasing schedule). Budgetary estimates are summarized below. The base system consists of four fixed and one portable VMS. Four additional VMS are recommended and may be implemented with the base system or at a later date.

<b>Task/Materials</b>	<b>Total Estimate</b>	<b>Base System</b>	<b>Additional Units</b>	<b>Cost/ Unit</b>
Preliminary Design	\$170,000	\$170,000		
Plans, Specifications and Estimates	\$295,000	\$295,000		
Construction & Equipment	\$1,685,000	\$925,000	4	\$190,000
Construction Engineering	\$355,000	\$195,000	4	\$40,000
System Integration, Testing & Training	\$70,000	\$50,000	4	\$5,000
Project Subtotal	\$2,575,000	\$1,635,000		\$235,000
Contingency	\$650,000	\$410,000		\$60,000
Project Total	\$3,225,000	\$2,045,000	~1,770,000	\$295,000
Maintenance (5 years)	\$100,000	0	5	\$20,000

Issues: A policy should be developed between Washington and Oregon to share messages on their respective VMS signs. A common communications protocol will also be needed.



**Figure 4.6-1 SR-14 VMS System Design**

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## 4.7 Project Title: SR-14 Rockfall -Detection and Warning System

**Description:** This project will implement two rockfall detection systems and integrate them with the Southwest Region Communications Network. It is recommended that the rockfall detection system be comprised of four basic elements as a minimum (**see Figure 4.7-1**). The detector subsystem detects rockfall activity. The controller subsystem monitors level of activity and reports activity levels to the Vancouver TOC and sends traveler advisories and warnings to the rockfall warning sign(s). Preliminary locations for the two rockfall detection systems include:

- o East/Westbound SR- 14 near MP 54
- o East/Westbound SR- 14 near MP 77

Detection technologies that might be considered include vibration sensors, video imaging, and acoustic sensors. Vibration sensors are probes that use technology developed for seismic studies. Vibration sensors do not have the capability to sense small rocks yet not pick up a passing truck. Video imaging would compare existing patterns of the cliff against changes; lighting conditions can cause false detections or no detections. Acoustic sensors have the same problem as vibration sensors and do not yet have the filters to sense smaller rocks and yet not react to a passing vehicle. These technologies are still emerging, and it is recommended that this project have a lower priority to allow the technology to develop.

**Areas Affected:** Southwest Region along SR-14 near MPs 54 and 77.

**Benefits:** Travelers will receive real-time rockfall warnings which will improve safety and reduce incidents.

Estimate: This project will cover 18-24 months (see phasing schedule).The budgetary estimate is summarized below.

Task/Materials	Estimate
Preliminary Design	\$70,000
Plans, Specifications and Estimates	\$95,000
Construction & Equipment	\$410,000
Construction Engineering	\$100,000
System implementation, Integration, Testing & Training	\$80,000
Project Subtotal	\$755,000
Contingency	\$225,000
Project Total	\$980,000
Maintenance (5 years)	\$100,000

Issues: Technology is still emerging on this type of system; a field trial on one site is recommended before funding is committed for the other sites.

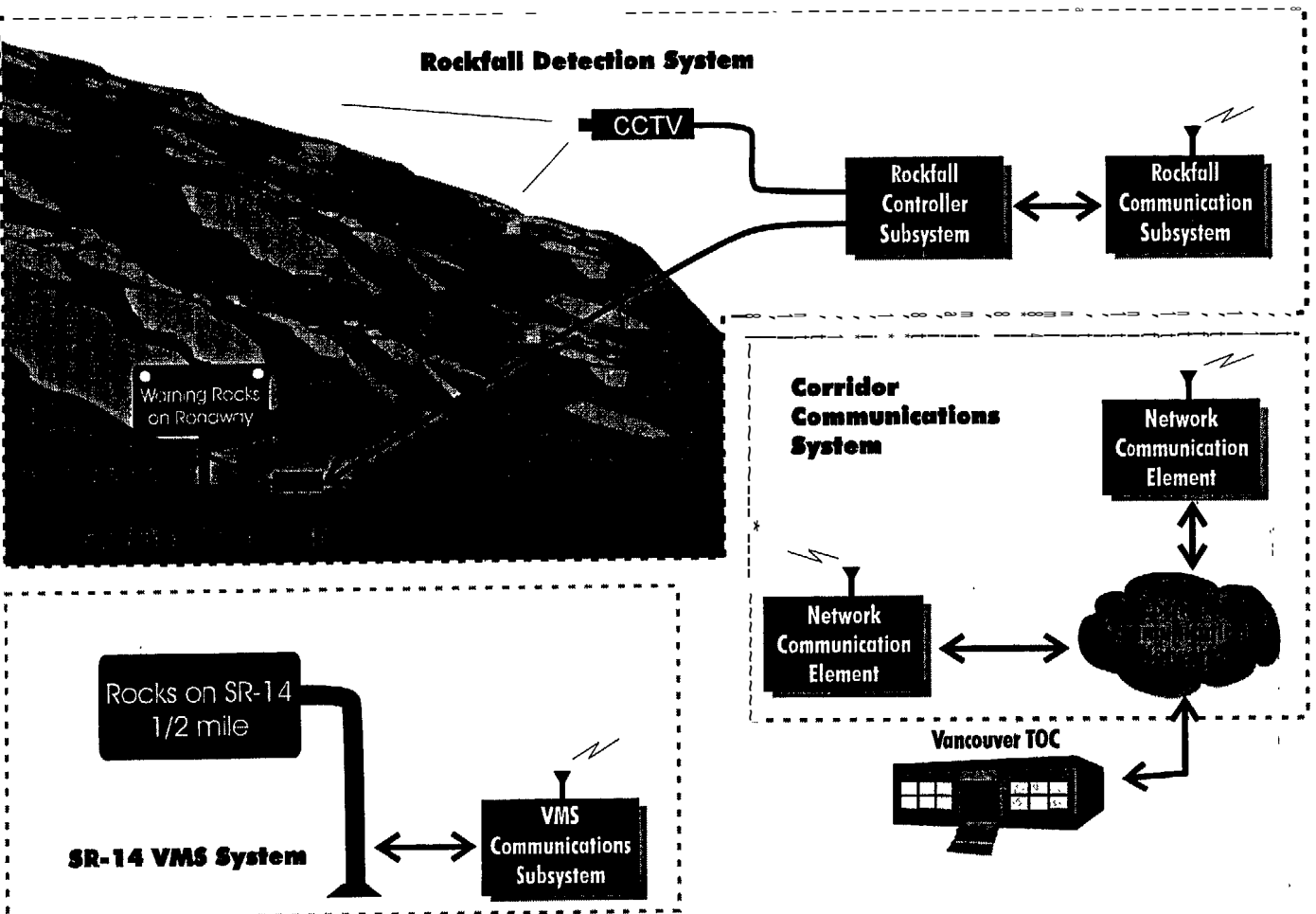


Figure 4.7-1 SR-14 Rockfall Detection System Diagram

## 4.8 Project Title: SR-14 Tunnel Overheight Detection System

- Description:** This project will implement overheight detection systems for use on the tunnels along SR-14 and will integrate with the Southwest Region Communications Network. Two preliminary locations for Tunnel Overheight Detector systems are recommended between MPs 58 and **60 (see Figure 3.0-2)**. At a minimum, it is recommended that the overheight system consist of a height detector subsystem, an operator warning subsystem, a communications subsystem, and a controller subsystem (**see Figure 4.8-1**). Upon detection of an overheight situation, signs are activated to warn other drivers of the condition, A message will be sent to the Vancouver TOC of the potential situation for appropriate monitoring.
- Areas Affected:** Southwest Region from MP 58 to MP 60.
- Benefits:** Reduced risk of incidents in the tunnels. Reduced risk and congestion to other drivers due to real-time notification of potential incident to the Vancouver TOC and disseminated traveler warnings if an incident occurs via HAR, HAT and VMS.
- Estimate:** This project will cover 12-24 months (see phasing schedule). The budgetary estimate is summarized below:

<b>Task/Materials</b>	<b>Total Estimate</b>
Preliminary Design	\$25,000
Plans, Specifications and Estimates	\$35,000
Construction & Equipment	\$145,000
Construction Engineering	\$40,000
System Implementation, Integration, Testing & Training	\$50,000
Project Subtotal	\$295,000
Contingency	\$90,000
Project Total	\$385,000
Maintenance (5 years)	\$40,000

**Issues:** None identified.

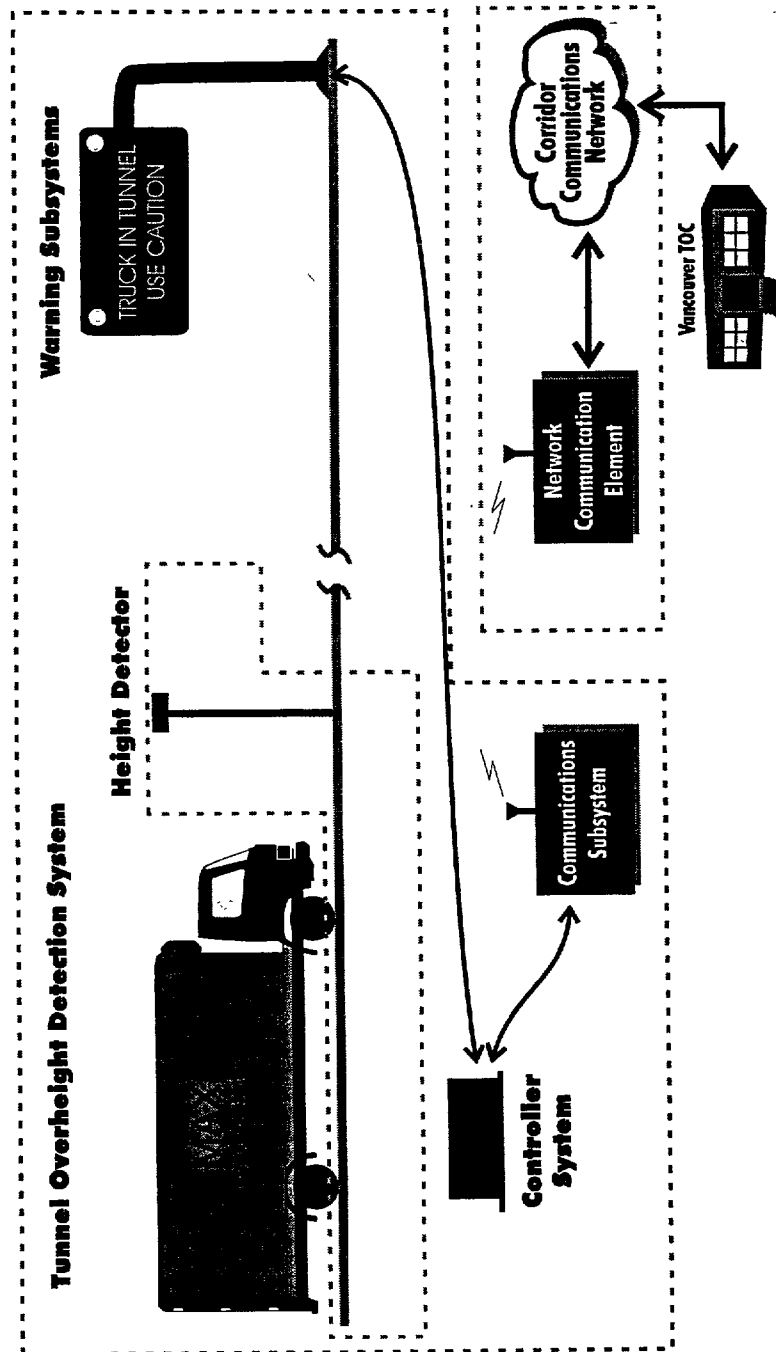


Figure 4.8-1 SR-14 Tunnel Overheight Detection System

## 4.9 Project Title: SR-14 Bridge Overheight'and Overweight Detection System

**Description:** This project will implement overheight and overweight detection systems on the Washington side of the bridges at Cascade Locks, Hood River, and The Dalles and integrate these systems with the Southwest Region Communications Network. Preliminary locations for overheight and overweight detector systems are near the following mile posts (**see Figure 3.0-2**):

- Eastbound SR- 14 near MP 41.6 (Cascade Locks)
- Eastbound SR-14 near MP 65.1 (Hood River)
- Eastbound SR-14 near MP 83.5 (The Dalles)
- Westbound SR-14 near MP 41.6 (Cascade Locks)
- Westbound SR- 14 near MP 65.1 (Hood River)
- Westbound SR-14 near MP 83.5 (The Dalles)

At a minimum, the overheight and overweight systems will consist of a detector subsystem, an operator warning subsystem, a communications subsystem, and a controller subsystem (**see Figure 4.9-1**). Upon detection of an overheight or overweight situation, the CVO operator will be notified not to proceed over the bridge and which action to take. A message will be sent to the Vancouver TOC of the potential situation for appropriate monitoring. Information about potential overheight and overweight violations is shared between the Portland and Vancouver TOCs. Ideally, this project should be accomplished in conjunction with the Oregon Bridge Overheight and Overweight Detection System.

**Areas Affected:** Southwest Region at Cascade Locks, Hood River, and The Dalles bridges (from MP 58 to MP 60).

**Benefits:** Reduced risk of overheight/overweight vehicle incidents on the bridges. Reduced risk and congestion for other drivers due to real-time notification of potential incidents via HAR, HAT, and VMS.

**Estimate:** This project will cover 12-24 months (see phasing schedule). The budgetary estimate is summarized following the graphic on the next page.

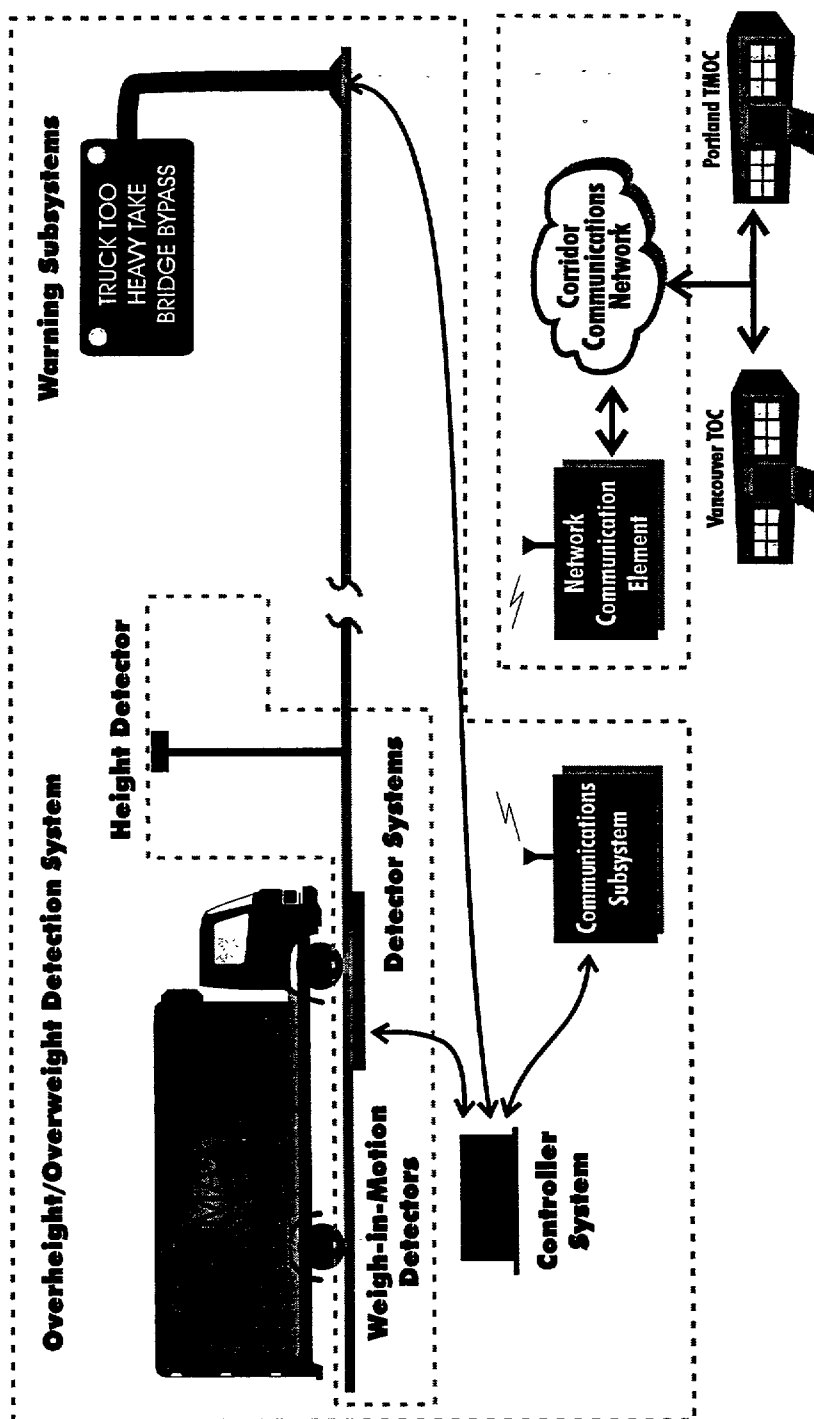


Figure 4.9-1 SR-14 Bridge Overheight/Overweight Detection System

Task/Materials	Total Estimate
Preliminary Design	\$60,000
Plans, Specifications and Estimates	\$80,000
Construction & Equipment	\$365,000
Construction Engineering	\$85,000
System Implementation, integration, Testing & Training	\$55,000
Project Subtotal	\$645,000
Contingency	\$195,000
Project Total	\$840,000
Maintenance (5 years)	\$40,000

Issues: Equipment must be located where trucks can divert from the bridge without having to back up.

4.10 Project Title: Tri-Cities Area Port of Entry Upgrade

Description: This project will upgrade the Washington POE in the Tri-Cities area with the following capabilities:

- Mainline pre-clearance
- Automatic classification
- Weigh-in-motion (WIM)
- Overheight detectors
- VMS
- Database management to streamline Commercial Vehicle Operations (CVO) processing
- VISION systems
- Communications equipment

It will be the intent to make the Tri-Cities POE compatible with the Oregon and Idaho FOES. The Tri-Cities POE will be integrated with the Yakima (South Central Region) Communications Network.

Areas Affected: Southwest Region along I-82 near MP 121.2.

Benefits: With automated clearance capabilities, commercial vehicle operators will benefit from streamlined POE processes saving travel time and costs. Data on CVO transportation system needs are available for analysis and planning purposes.

Estimate: This project will cover 18-24 months (see phasing schedule). The budgetary estimate is summarized below

Task/Materials	Total Estimate
Preliminary Design	\$120,000
Plans, Specifications & Estimates	\$160,000
Construction & Equipment	\$640,000
Construction Engineering	\$160,000
System Implementation, Integration, Testing & Training	\$160,000
Project Subtotal	\$1,240,000
Contingency	\$375,000
Project Total	\$1,615,000

Issues: Compatibility between systems also operated in Oregon and Idaho.

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## 5.0 I-84 (Oregon) ITS Projects

There are seven recommended I-84 ITS projects-for the State of Oregon. Each project is described below.

### 5.1 Project Title: Portland I-84 Corridor Traffic Management Operations Center (TMOC) Expansion

**Description:** This project will integrate the Oregon I-84 corridor management functions and field devices with the Portland TMOC. It will also link the Portland TMOC with the other corridor TOCs. The purpose of the TMOC will be to monitor I-84 field devices, coordinate incident management, reduce the potential for incidents, provide control for VMS messages, and improve the overall highway flow in the area. The Portland TMOC provides the following services:

- Traffic management
- Incident management
- Provides operator with corridor information from other centers

**See Figure 5.1-1** for a block diagram of the Portland TMOC subsystems. The TMS provides collection and processing functions on traffic and road status data. The IMS provides resources and functions to respond to and monitor incidents. The TMS and IMS will be expanded as a part of this project. The ATIS provides traveler information services based upon current traffic information provided by the TMS. Part of this project will be to coordinate with the I-84 (Oregon) Communications Integration so that communications with corridor and other field devices are established and integrated with the system at the TMOC. This project would also include installation of monitoring workstations at the Oregon DOT and State Police offices located in The Dalles, Pendleton, La Grande, Baker City, Ontario, Hermiston, and Troutdale.

**Areas Affected:** I-84 from Portland to the Idaho border.

**Benefits:** I-84 in Oregon will experience reduced traffic congestion and improved incident management along the corridor. This project will provide more accurate and timely information to the drivers thus reducing accidents and congestion.

Estimate: This project will cover 18-24 months (see phasing schedule).- Note that-a five-year maintenance task was estimated. It was assumed that space is available in the existing TMOC to add the additional equipment. The budgetary estimate is summarized below:

<b>Task/Materials</b>	<b>Total Estimate</b>
Preliminary Design	\$95,000
Plans, Specifications and Estimates	\$125,000
Construction	\$80,000
Construction Engineering	\$125,000
System Implementation, Integration, Testing, Training & Equipment	\$540,000
Project Subtotal	\$965,000
Contingency	\$290,000
Project Total	\$1,255,000
Maintenance (5 years)	\$200,000

Issues:

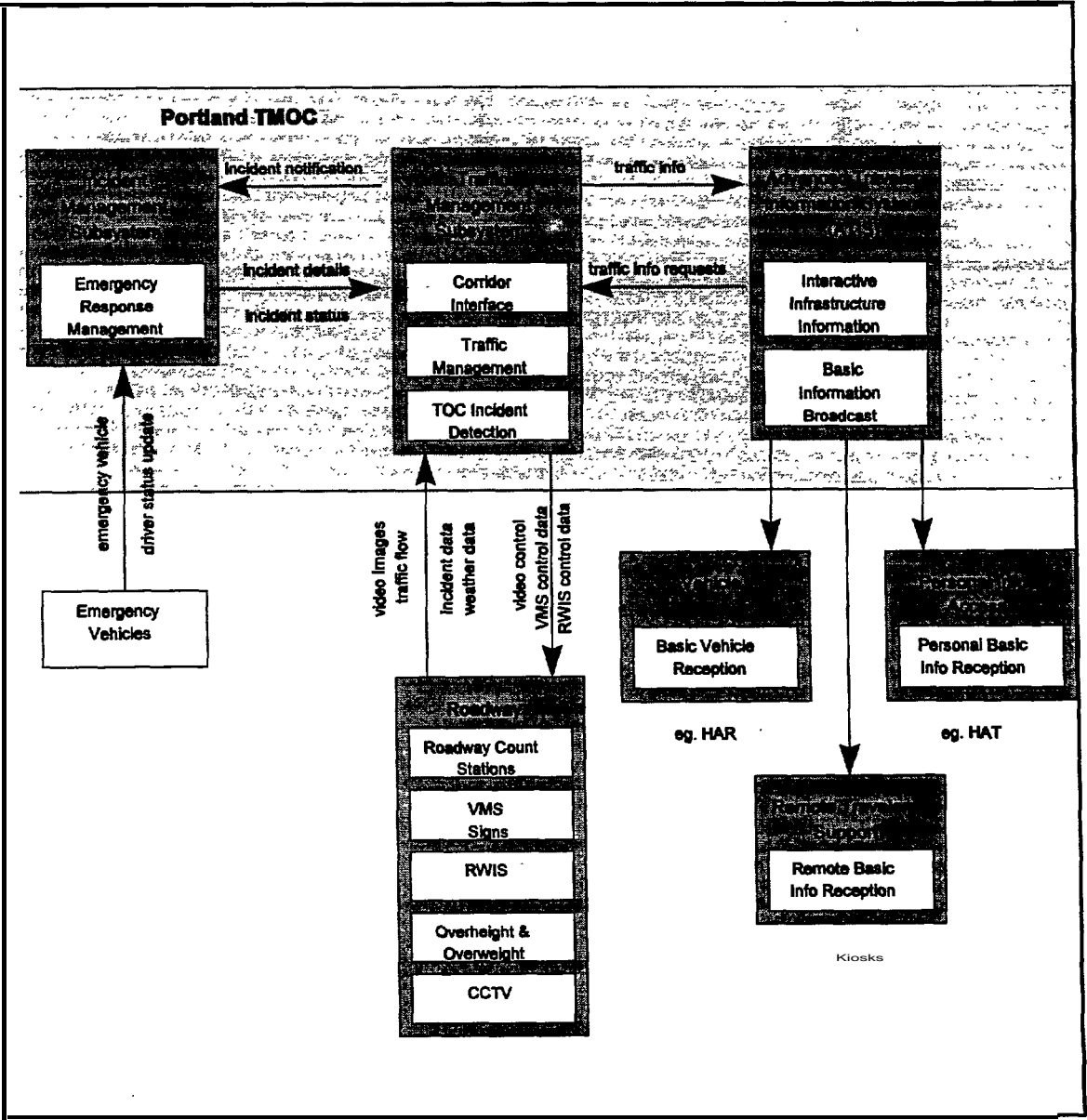


Figure 5.1-1 Portland TMOC and Basic I-84 Infrastructure Diagram

## 5.2 Project Title: Oregon I-84 Communications Network Integration

**Description:** This project will implement the communications network for I-84 from Portland to Idaho and will serve as the main communications link for the corridor and links with the I-84 communications network in Idaho and the I-82 and SR-14 communications networks in Washington (**see Figure 5.2-1**). The project will integrate all field devices along I-84 in Oregon (**see Figure 3.0-2 and Figure 3.0-3**) with the communications network (those not covered in the Portland TMOC Expansion).

As recommended in the ITS Communications Assessment Technical Memorandum, a SONET microwave network with a fully open architecture is the most cost-effective solution. Fiber optics will also be considered as an alternative if economically feasible. Part of this project will be to coordinate with the Portland TMOC Expansion to ensure that communications with the corridor field devices are established and that they are integrated with the system at the TMOC.

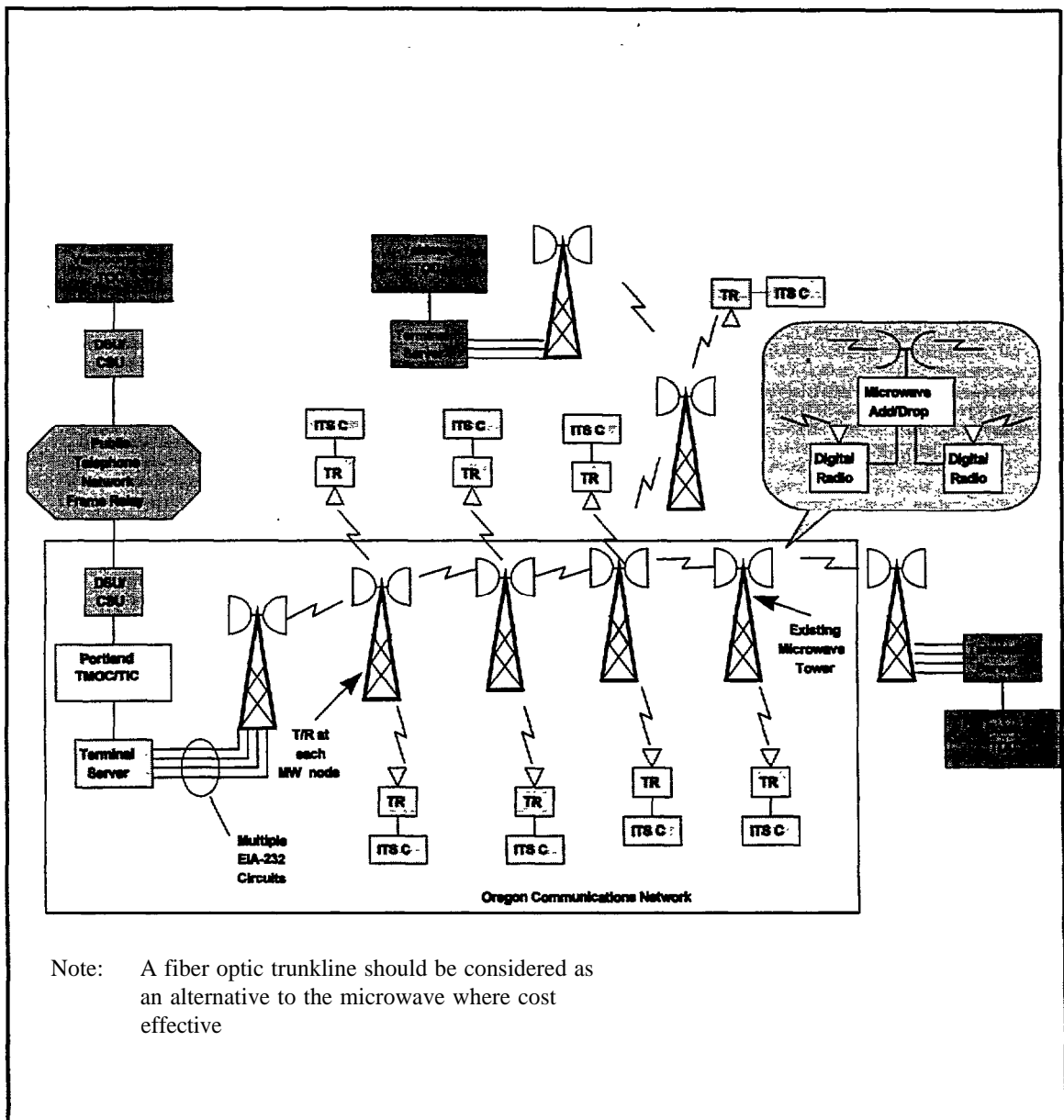
**Areas Affected:** I-84 from Portland to the Idaho border and I-82 from I-84 to the Washington border.

**Benefits:** All devices along I-84 will be integrated by linking the WSDOT Southwest Region Communication Network, South Central Region Communication Network, and the I-84 (Idaho) Communications Network. Information on traffic status and control, weather, and road conditions will be real-time. Oregon travelers will benefit from real-time road and traffic information on I-84, SR-14 and I-82.

Estimate: This project will cover 18-30 months (see phasing schedule). Note that a five-year maintenance task was estimated. The budgetary estimate is summarized below.

Task/Materials	Total Estimate
Preliminary Design	\$235,000
Plans, Specifications and Estimates	\$310,000
Construction & equipment	\$1,035,000
Construction Engineering	\$310,000
System implementation, integration, testing & training	\$515,000
Project Subtotal	\$2,405,000
Contingency	\$720,000
Project Total	\$3,125,000
Maintenance (5 years)	\$125,000

Issues: A maintenance funding plan for the main trunk will need to be developed and agreed upon by all three states. A standardized communications protocol will be needed for existing and future ITS devices.



**Figure 5.2-1 Oregon I-84 Communications Network**

## 5.3 Project Title: Oregon I-84 Variable Message Sign (VMS) Deployment

**Description:** This project will implement 14 permanent VMSs and one portable VMS (for special events and construction) to provide messages for congestion, weather, road conditions, and recommended diversions. This project will integrate VMSs into the Oregon I-84 Communications Network and the Portland TMOC. The portable VMS will be connected to the Portland TMOC via cellular communications (see **Figure 5.3-1**). Preliminary locations for the 14 permanent signs are listed below (see **Figure 3.0-2** and **Figure 3.0-3**):

- Eastbound I-84 near MP 16
- Eastbound I-84 near MP 42
- Eastbound I-84 near MP 63
- Eastbound I-84 near MP 86
- Eastbound I-84 near MP 103
- Eastbound I-84 near MP 260
- Eastbound I-84 near MP 303
- Eastbound I-84 near MP 375
- Westbound I-84 near MP 46
- Westbound I-84 near MP 88
- Westbound I-84 near MP 106
- Westbound I-84 near MP 211
- Westbound I-84 near MP 263
- Westbound I-84 near MP 306

Existing VMSs will be integrated as part of the Oregon I-84 Communications Network project.

**Areas Affected:** I-84 (Oregon) MP 16 to MP 375

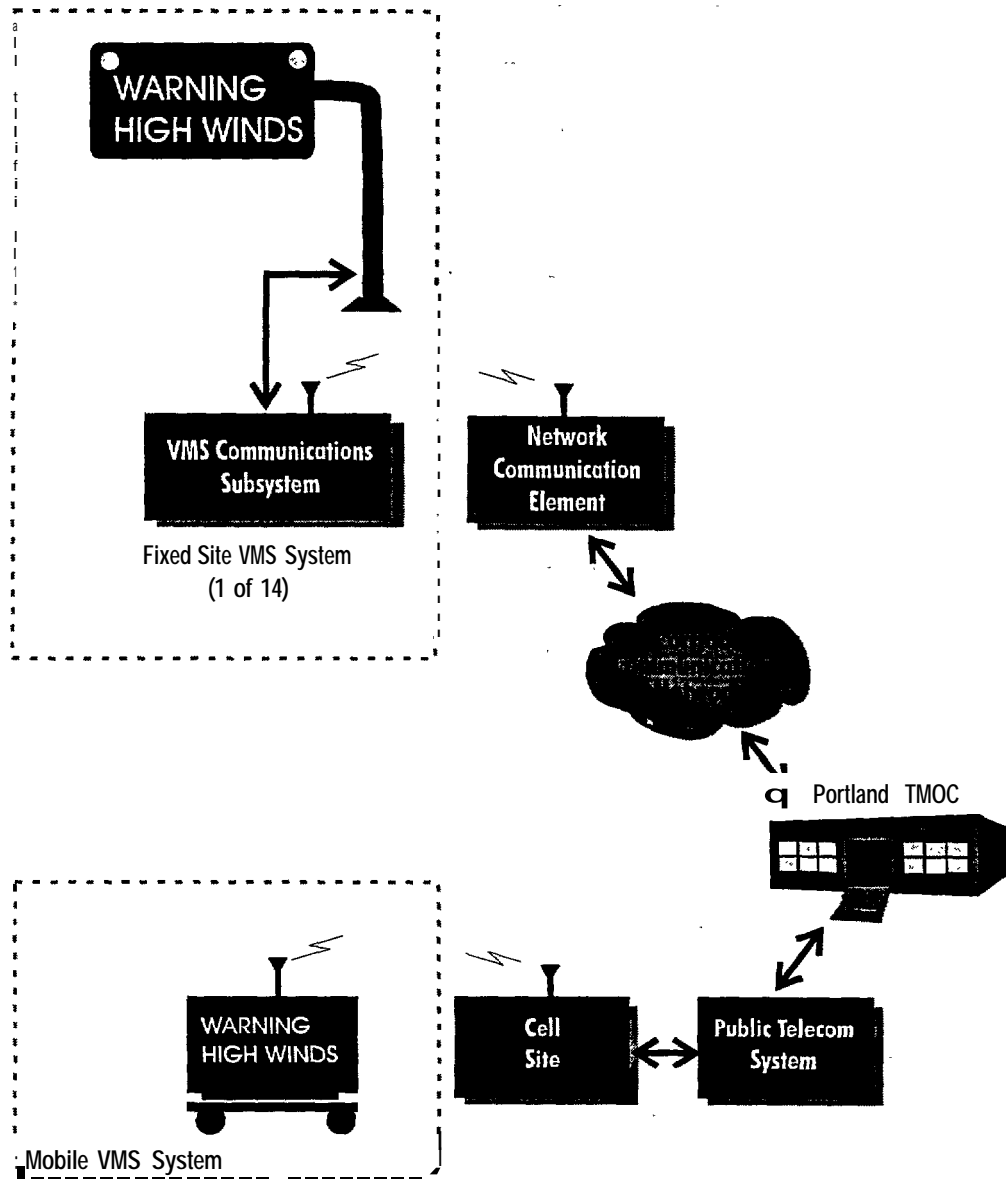
**Benefits:** Travelers will receive real-time traffic status, weather, and road conditions to improve safety and reduce incidents.

**Estimate:** This project will cover 12-24 months (see phasing schedule). The budgetary estimate is summarized on the following page.

<b>Task/Materials</b>	<b>Total Estimate</b>	<b>Base System (7 VMS)</b>	<b>Additional Units</b>	<b>cost/ Unit</b>
Preliminary Design	\$185,000	\$185,000		
Plans, Specifications and Estimates	\$695,000	\$245,000	8	\$55,000
Construction 8 Equipment	\$2,945,000	\$1,385,000	8	\$195,000
Construction Engineering	\$605,000	\$285,000	8	\$40,000
System Integration, Testing & Training	\$85,000	\$45,000	8	\$5,000
Project Subtotal	\$4,505,000	\$2,145,000	\$2,360,000	\$295,000
Contingency	\$1,365,000	\$645,000	\$720,000	\$90,000
Project Total	\$5,870,000	\$790,000	\$3,080,000	\$385,000
Maintenance (5 years)	\$100,000	0	5	\$20,000

**Issues:**

A policy will need to be developed among Idaho, Washington, and Oregon to share messages on their respective VMSs.



**Figure 5.3-1 VMS Connection to Portland TMOC**

## 5.4 Project Title: Oregon I-84 Road-Weather Information System (RWIS)

**Description:** This project will install RWIS stations along I-84 at five- to seven-mile intervals (**see Figure 3.0-2 and Figure 3.03**) and integrate the RWIS stations into the Oregon I-84 Communications Network, the appropriate ODOT District offices, and the Portland TMOC. Road and bridge ice sensors will be included where appropriate. Video cameras will be included with new RWIS stations and video cameras will be added at existing RWIS stations. Ten stations are recommended between MPs 6 and 120, and 17 stations are recommended between MPs 210 and 377. The RWIS will consist of the following components:

- Road ice sensors subsystem
- Weather-station subsystem
- Video subsystem
- Controller subsystem
- Communications subsystem

Each RWIS will collect and process micro-climate weather and local road condition information. When ice, rain, or high winds are detected, the RWIS Controller Subsystem will format a message and send it to the Portland **TMOC (see Figure 5.4-1)**. Operators in the TMOC will send advisories to appropriate VMS, HAR, and HAT systems. The TMOC will automatically pass the advisories on to the Vancouver, Yakima, and Boise TOCs and the Advanced Traveler Information System. Weather information will also be available to maintenance and law enforcement personnel.

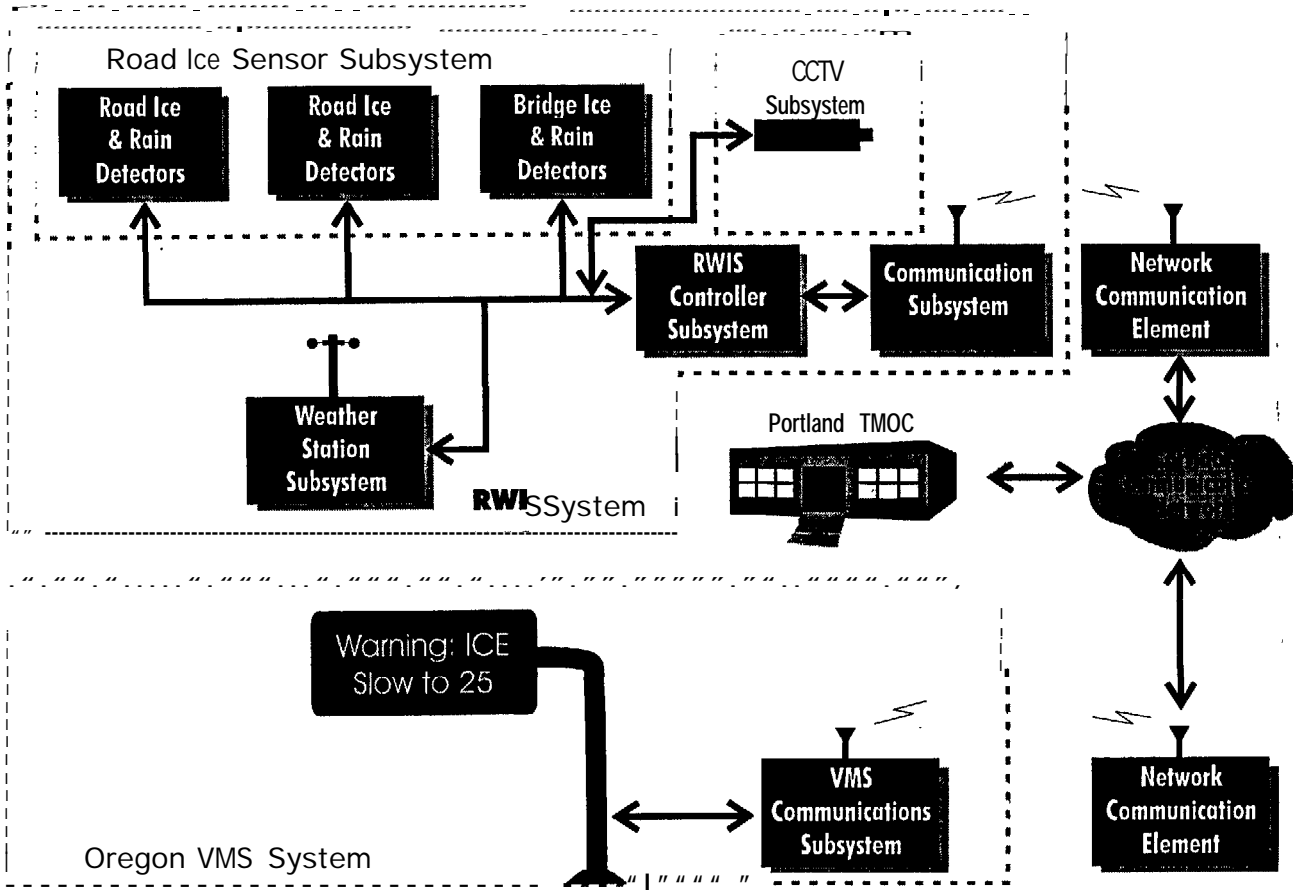
**Areas Affected:** I-84 (Oregon) MP 6 to MP 377.

**Benefits:** Realize reduced risk of incidents on I-84 roads and bridges. More timely dissemination of traveler warnings via HAR, HAT and VMS. Better use of road maintenance resources.

Estimate: This project will cover 24 months (see phasing schedule). The budgetary estimate is summarized below:

Task/Materials	Total Estimate	Base System (2 Units)	Additional Units	Cost/Unit
Preliminary Design	\$260,000	\$135,000	25	\$5,000
Plans, Specifications and Estimates	\$185,000	\$60,000	25	\$5,000
Construction & Equipment	\$1,780,000	\$155,000	25	\$65,000
Construction Engineering	\$425,000	\$50,000	25	\$15,000
System Integration, Testing & Training	\$340,000	\$90,000	25	\$10,000
Project Subtotal	\$2,990,000	\$490,000	\$2,500,000	\$100,000
Contingency	\$900,000	\$150,000	\$750,000	\$30,000
Project Total	\$3,890,000	\$640,000	\$3,250,000	\$130,000
Maintenance (5 years)	\$100,000	0	5	\$20,000

Figure 5.4-1 Oregon RWIS Data



## 5.5 Project Title: Oregon I-84 Bridge Overheight and Overweight Detection System

**Description:** This project will implement overheight and overweight detection systems on the Oregon side of the bridges at Cascade Locks, Hood River, and The Dalles. Preliminary locations for overheight and overweight detector systems are near the following mile posts (**see Figure 3.0-2**):

- o Eastbound I-84 near MP 44 (Cascade Locks)
- e Eastbound I-84 near MP 64 (Hood River)
- o Eastbound I-84 near MP 87 (The Dalles)
- Westbound I-84 near MP 44 (Cascade Locks)
- o Westbound I-84 near MP 64 (Hood River)
- Westbound I-84 near MP 87 (The Dalles)

The overheight and overweight system consists of a detector subsystem, a driver warning subsystem, a TOC notification subsystem and a controller (see **Figure 4.9-1**). Upon detection of an overheight or overweight situation, signs are illuminated to warn drivers not to proceed over the bridge and warn other drivers of the conditions. This project will integrate the overheight and overweight detection systems with the Oregon I-84 Communications Network. A message is sent to the Portland TMOc and the local DOT district office of the potential situation for appropriate monitoring. Information about potential overheight and overweight violations will be shared between the Portland and Vancouver TOCs. Ideally, this project should be accomplished in conjunction with the Washington Bridge Overheight and Overweight Detection System.

**Areas Affected:** I-84 (Oregon) MP 49 to MP 87.

**Benefits:** Reduced risk of incidents on the bridges. Reduced risk to other drivers due to real-time notification of an incident to the Portland TMOc and disseminated traveler warnings if an incident occurs via HAR, HAT and VMS.

Estimate: This project will cover 12-24 months (see phasing schedule). The budgetary estimate is summarized below.

<b>Task/Materials</b>	<b>Total Estimate</b>
Preliminary Design	\$60,000
Plans, Specifications and Estimates	\$80,000
Construction & Equipment	\$365,000
Construction Engineering	\$85,000
System Implementation, Integration, Testing & Training	\$55,000
Project Subtotal	\$645,000
Contingency	\$195,000
Project Total	\$840,000
Maintenance (5 years)	\$40,000

Issues: The I-84 Bridge Overheight and Overweight Detection project should be accomplished in conjunction with the similar system in Washington.

## 5.6 Project Title: Oregon I-84 Kiosk

Description: This project will implement nine traveler information kiosks along I-84. Preliminary locations for the kiosks are major truck stops at the following mile posts:

- Eastbound I-84 near MP 17
- Eastbound I-84 near MP 31
- Eastbound I-84 near MP 104
- Westbound I-84 near MP 202
- Westbound I-84 near MP 262
- Westbound I-84 near MP 305
- Westbound I-84 near MP 353
- Westbound I-84 near MP 376
- Portland Airport

The kiosks will provide road conditions/status, weather, tourist information, yellow pages, and advisories. In addition, the kiosks will provide the capability to add features such as reservation services and traveler services from other regions. Part of this project will be to coordinate with the Advanced Traveler Information System so that information is provided to the kiosks from that system.

Areas Affected: I-84 (Oregon) MP 17 to MP 376, and the Portland Airport.

Benefits: Travelers will benefit from electronic yellow page information, reservation services, notices of special events, and other tourist services.

Estimate: This project will cover 18-24 months (see phasing schedule). The budgetary estimate is summarized below

<b>Task/Materials</b>	<b>Total Estimate</b>	<b>Base System (3 systems)</b>	<b>Additional Units</b>	<b>Cost/Unit</b>
Preliminary Design	\$20,000	\$20,000		
Plans, Specifications and Estimates	\$25,000	\$25,000		
Construction & Equipment	\$275,000	<b>\$95,000</b>	6	\$30,000
Construction Engineering	\$60,000	\$30,000	6	\$5,000
System Implementation, Integration, Testing & Training	\$85,000	\$55,000	6	\$5,000
Project Subtotal	\$465,000	\$225,000	\$240,000	\$40,000
Contingency	\$130,000	\$70,000	\$60,000	<b>\$3 0,000</b>
Project Total	\$595,000	\$295,000	\$300,000	\$50,000
Maintenance (5 years)	\$50,000		5	<b>\$10,000</b>

Issues: A policy will need to be developed between Idaho and Oregon to share messages on their respective kiosks.

## 5.7 Project Title: Multnomah Falls Parking Management System

Description: This project will implement a system that detects parking availability at Multnomah Falls, provides travelers information about available parking, integrates with the Oregon I-84 Communications Network, and provides information to the Advanced Traveler Information System. The parking management system will consist of three subsystems: parking detection, parking controller, and availability displays. **Figure 5.7-1** shows these elements and how they will relate to the ATIS system once deployed. It is important to note that the parking management system will use the ATIS dissemination capabilities to inform travelers when parking is not available and to suggest alternative locations. ATIS dissemination elements that will be most effective in suggesting alternative locations will be HAR, kiosks, and HAT. Because of their limited message length capability, VMSs may be

limited to providing parking advisories, Automatic parking management systems are generally low risk, having been proven in Europe and Minnesota.

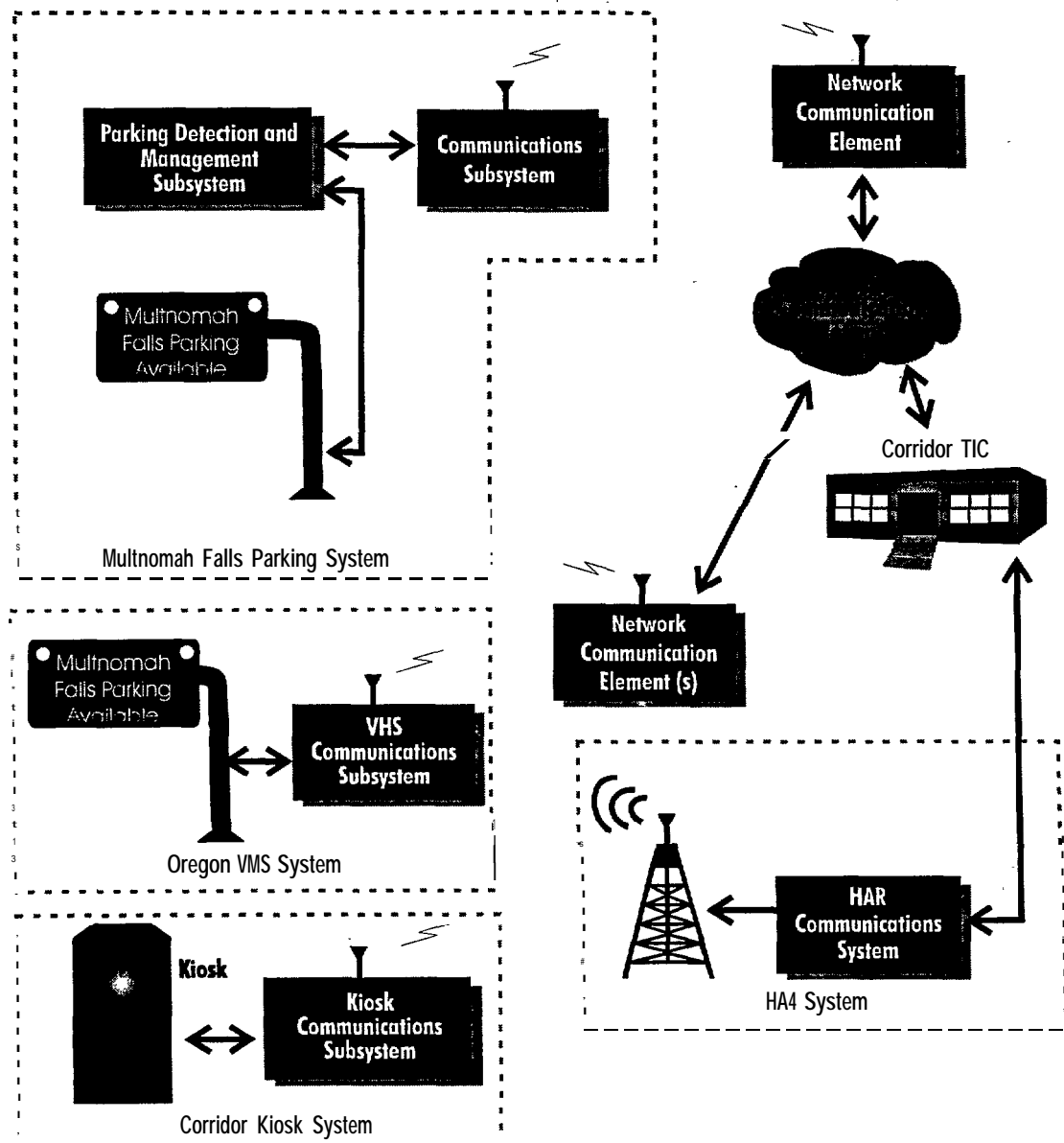
Areas Affected: I-84 (Oregon) District 2C area.

Benefits: Provide travelers with real-time parking availability information at Multnomah Falls. Provide travelers with alternative tourist sites when parking facilities at Multnomah Falls are full.

Estimate: This project will cover 12-24 months (see phasing schedule). The budgetary estimate is summarized below:

<b>Task/Materials</b>	<b>Total Estimate</b>
Preliminary Design	<b>\$20,000</b>
Plans, Specifications and Estimates	<b>\$25,000</b>
Construction & Equipment	<b>\$75,000</b>
Construction Engineering	<b>\$30,000</b>
System Implementation, integration, Testing & Training	<b>\$60,000</b>
Project Subtotal	<b>\$210,000</b>
Contingency	<b>\$60,000</b>
Project Total	<b>\$270,000</b>
Maintenance (5 years)	<b>\$40,000</b>

Issues: Project will need to be coordinated with past efforts to resolve congestion at the site. Solutions will need to conform to regulations of the Columbia River Gorge Scenic Area.



**Figure 5.7-1. Multnomah Falls Parking Management System and Supporting Systems**

## 6.0 I-84 (Idaho) ITS Projects

There are five recommended I-84 ITS projects for the state of Idaho. Each project is described below.

### 6.1 Project Title: Boise Area Advanced Traffic Management System (ATMS) Strategic Plan

Description: This will be a strategic plan to develop the needs and requirements for the Boise area. This phase is recommended to determine the nature and scope of the system. Issues to be evaluated include:

- Traffic management
- Incident management
- Traveler information service provider functions
- Integration of highway field devices
- Corridor coordination

The study will include an analysis of the area's needs, development of an architecture that reflects potential solutions, an estimate for budgeting purposes, and a requirements document. A potential architecture has not yet been developed as part of this report since it will be subject to change until the evaluation of requirements is completed. After the study is complete, a more accurate estimate would be available for the implementation phase. Part of this project would be to coordinate with the Boise Area Communications Integration project so that the communications with the corridor and integration of field devices are a key project element.

Areas Affected: Boise area of I-84.

Benefits: ITD and local transportation agencies will have a clear understanding of the type of ATMS that is required to meet its present and future needs. A realistic estimate will be provided for the implementation of the ATMS.

Estimate: This project will cover 6-12 months (see phasing schedule). An estimate of the strategic plan is provided below, and an estimate for the implementation will included as part of the ATMS study deliverables.

Task/Materials	Total Estimate
Support by Corridor System Manager	\$ 10,000
Needs/Requirements/Architecture Design	\$75,000
Plans, Specifications, and Estimates	\$15,000
RFP support	\$5,000
System Management	\$55,000
Documentation	\$10,000
Project Subtotal	\$170,000
Contingency	\$50,000
Project Total	\$220,000

Issues: None identified.

6.2 Project Title: Boise Area Communications Integration

Description: This project will implement the communications network in the Boise area and link it with the Oregon I-84 Communications Network (ste Figure 6.2-1). The project will also integrate all I-84 device with the communications network (see Figure 3.0-3 for existing devices) and the Boise ATMS. As recommended in the ITS Communications Assessment Technical Memorandum, a SONET microwave network with a fully open architecture is the most cost-effective solution. Fiber optics will also be considered as an alternative if economically feasible. Fiber optics will also be considered as an alternative if economically feasible. Part of this project will be to coordinate with the Boise Area ATMS Strategic Plan and the Corridor System Manager to ensure that communications with the corridor and integration of field devices are a key project element.

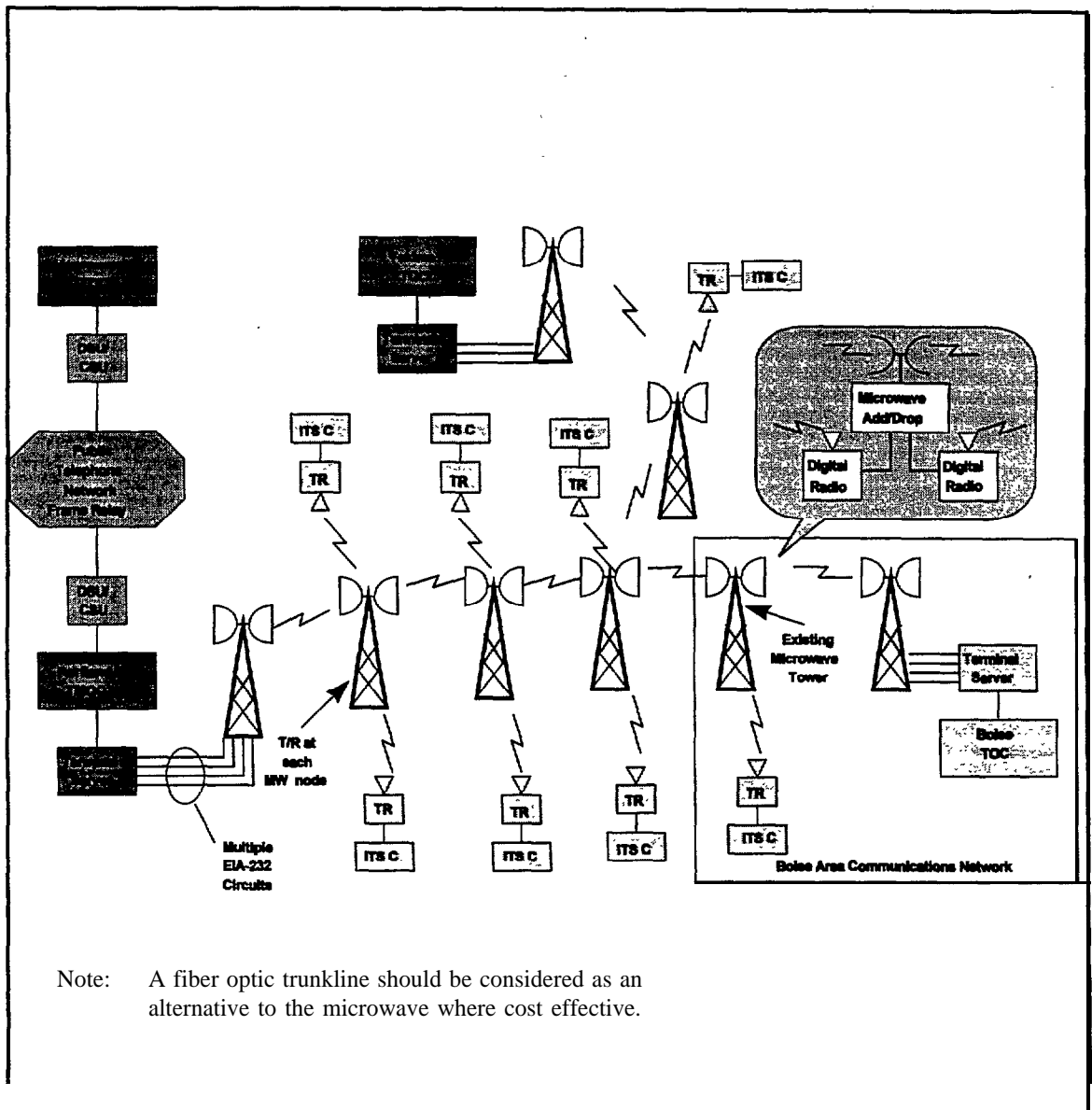
AreasAffected: Boise area of I-84.

Benefits: Travelers and agencies in the Boise area will benefit from real-time information on road and traffic situations.

Estimate: This project will cover 12-24 months (see phasing schedule). Note that a five-year maintenance task was estimated. The budgetary estimate is summarized below.

<b>Task/Materials</b>	<b>Total Estimate</b>
Preliminary Design	\$70,000
Plans, Specifications and Estimates	\$95,000
Construction & Equipment	\$380,000
Construction Engineering	\$95,000
System Implementation, Integration, Testing & Training	\$100,000
Project Subtotal	\$740,000
Contingency	\$225,000
Project Total	\$965,000
Maintenance (5 years)	\$60,000

Issues: None identified.



**Figure 6.2-1 Boise Area Communications Integration**

## 6.3 Project Title: Idaho I-84 Variable Message Sign (VMS) Deployment

**Description:** This project will install three permanent VMS signs to provide messages for congestion, weather, road conditions, and recommended diversions, and one portable VMS sign for special situations (events, and construction). This project will also integrate the VMS signs with the Boise Area Communications Network and the Boise ATMS. The portable VMS will be connected to the Boise ATMS via wireless-(most likely cellular). Preliminary locations for the three permanent signs are **(see Figure 3.0-3):**

- Eastbound I-84 near MP 47
- Westbound I-84 near MP 48
- Westbound I-84 near MP 60

The Idaho Transportation Department (ITD) will be able to coordinate messages with the VMS sign being installed in Oregon at eastbound I-84 near MP 375.

**Areas Affected:** I-84 (Idaho) MP 47 to MP 60.

**Benefits:** Travelers will receive real-time traffic, weather, and road advisories to improve safety and reduce incidents.

**Estimate:** This project will cover 12-24 months (see phasing schedule). The budgetary estimate is summarized below. The base system consists of three VMS units, and an additional unit is recommend, which can be implemented in conjunction with the base system for an additional \$385,000.

Task/Materials	Total Estimate	Base System (3 VMS)	Additional Units	Cost/Unit
Preliminary Design	\$60,000	\$60,000		
Plans, Specifications and Estimates	\$215,000	\$155,000	1	\$60,000
Construction & Equipment	\$685,000	\$490,000	1	\$195,000
Construction Engineering	\$150,000	\$110,000	1	\$40,000
System Integration, testing & training	\$60,000	\$55,000	1	\$5,000
Project Subtotal	\$1,170,000	\$870,000	\$300,000	\$300,000
Contingency	\$350,000	\$260,000	\$90,000	\$90,000
Project Total	\$1,520,000	\$1,130,000	\$390,000	\$390,000
Maintenance (5 years)	\$60,000	0	5	\$10,000

Issues: A policy will need to be developed between Idaho and Oregon to share messages on their respective VMS signs.

## 4.4 Project Title: Idaho I-84 Kiosk

Description: This project will implement traveler information kiosks at the Boise Airport, a truck stop near MP 53, and at the rest stop near MP 2 in Idaho (see kiosk system **in Figure 5.7-I**). The kiosks will provide road conditions/status, weather, tourist information, yellow pages, and advisories. In addition, the kiosks will provide the capability to add features such as reservation services and traveler services from other regions. Part of this project will be to coordinate with the Advanced Traveler Information System so that information is provided to the kiosks from that system. These kiosks will also be able to share information with the kiosk near Ontario, Oregon.

AreasAffected: 1-84 in western Idaho and the Boise area.

Benefits: Boise area travelers will receive real-time information on traffic status, weather, and road conditions to improve safety and reduce incidents. Travelers will also receive additional traveler services (yellow pages, reservations, special event notices, optional tourist sites, etc.).

Estimate: This project will cover 12-24 months (see phasing schedule). The budgetary estimate is summarized below.

Task/Materials	Total Estimate
Preliminary Design	\$20,000
Plans, Specifications and Estimates	\$25,000
Construction & Equipment	\$90,000
Construction Engineering	\$30,000
System Implementation, Integration, Testing & Training	\$55,000
Project Subtotal	\$220,000
Contingency	\$65,000
Project Total	\$285,000
Maintenance (5 years)	\$15,000

Issues: Develop a policy between Idaho and Oregon to share messages on their respective kiosks. Determine source of kiosk control (only if there is not a TOC in Boise).

## 6.5 Project Title: Idaho Road Weather Information System (RWIS) Upgrade

**Description:** This project will upgrade existing RWIS sites in the Boise area to include closed circuit television (CCTV) at each site and support the integration of RWIS sites with the Boise Area Communications Network. The actual integration into the network will be accomplished as part of the Boise Area Communications Network project. It is anticipated that the RWIS will add CCTV and a controller to the existing equipment. The controller will provide the interface to the network, the Boise TOC, and to the CCTV equipment.

**Areas Affected:** I-84 (Idaho) MP 17 to MP 60.

**Benefits:** ITD would add video surveillance to the area at a reduced cost by using the RWIS sites.

**Estimate:** This project will cover 12-24 months (see phasing schedule). Most of the work will occur during the implementation phase. Budgetary estimates are summarized below:

<b>Task/Materials</b>	<b>Total Estimate</b>	<b>Base System (2 Units)</b>	<b>Additional Units</b>	<b>Cost Unit</b>
Preliminary Design	\$45,000	\$25,000	4	\$5,000
Plans, Specifications and Estimates	\$45,000	\$25,000	4	\$5,000
Construction & Equipment	\$125,000	\$45,000	4	\$20,000
Construction Engineering	\$40,000	\$20,000	4	\$5,000
System Integration, Testing & Training	\$90,000	\$50,000	4	\$10,000
Project Subtotal	\$345,000	\$165,000		\$45,000
Contingency	\$90,000	\$50,000		\$10,000
Project Total	\$435,000	\$215,000	\$200,000	\$55,000
Maintenance (5 years)	\$50,000	0	5	\$10,000

**Issues:** This project will need to be closely coordinated with the Boise Area TOC and Boise Area Communications Network Integration project in order to finish integration activities.

## 7.0 Corridor-Wide ITS Projects \_\_\_\_\_

Below are descriptions for three recommended-corridor-wide projects. Cost estimates for man-hours are averaged for budgetary purposes in 1997 dollars.

### 7.1 Project Title: Idaho, Oregon, Washington ITS Coordination Committees

**Description:** The ITS Coordination Committee effort will establish working committees of representative agencies from Idaho, Oregon, and Washington to ensure interoperability of the system and coordinate the deployment of ITS projects for the corridor. Two committees (Corridor Steering Committee and Technical Advisory Committee) will be established and will serve as the reviewing entities for selection of corridor-wide contracts, as well as provide approval for ITS projects (including equipment purchases, communications design, etc.) that require coordination, implementation, and sign-off approvals from the three states. It is recommended that these committees also prepare and coordinate funding requests for ITS projects. These committees would also address issues such as the use of common communications protocol and the requirement to deploy systems that are "year 2000 compliant."

The Corridor Steering Committee should include, at a minimum, one representative from each state DOT and one representative from each state patrol. The purpose of this committee will be to provide approval and review functions for the various corridor-wide projects and programs. It is recommended that the Steering Committee meet twice per year and rotate meeting locations among states. It is recommended that the second committee, the Technical Advisory Committee (comprised of the Steering Committee with additional representatives from regional DOT offices and MPOs of Vancouver, Portland, and Boise), meet four times per year to provide selection and ongoing oversight of the corridor-wide ITS projects. Meeting locations should also be rotated. Representatives of the Technical Advisory Committee might also be on the selection committees for various state-sponsored ITS projects. It is recommended that both of these committees remain intact throughout the ITS implementation phase (1997-2007), as this proposed structure would provide a natural flow of feedback to the coordinating committees, the corridor System Manager, and contractors.

**Areas Affected:** The complete corridor.

**Benefits:** The committees would provide a very natural means to work on issues that cover the entire corridor, including common standards, scheduling of integration tasks, etc.

Estimate: This project would require agency staffing over the ten-year period for committees. An annual budget for direct committee-related work is presented below.

<b>Task/Materials</b>	<b>Total Estimate</b>
Monthly meetings (Corridor Steering Committee)	\$30,000
Meetings (Technical Advisory Committee)	\$20,000
Corridor ITS selection activities	\$15,000
Advance review of documents	\$5,000
Meeting preparation and follow up	\$5,000
Meeting notes and announcements	\$5,000
Travel costs	\$15,000
Subtotal	\$90,000
Contingency	\$25,000
Annual Budget	\$115,000

Issues: The key issues would include gaining support from upper management of the involved agencies to provide the resources (personnel and travel expenses) and continuity of personnel over the ten year period. The committees should ensure that all systems and equipment should be year 2000 compliant.

## 7.2 Project Title: Corridor Coordinated System Design and System Manager

Description: The purpose of this project is to design an integrated system for the corridor, provide preliminary design and scoping for many of the related corridor ITS projects, and serve as the System Manager during the detailed design and implementation phase. The system should be designed using open systems concepts and standards to encourage multiple vendors and to reduce the overall implementation and maintenance costs. It is recommended that this project be divided into three phases. Phase one is the preliminary systems design phase where the design focuses on one integrated system. Where possible, all interfacing should follow NTCIP and ITIS protocol standards. (The exception may be where existing equipment uses a non-compatible standard; however, in these cases a communications protocol converter may be desirable to keep the central systems operating with standard protocols.) Once the overall system is designed and approved, phase two will be to develop the plans, specifications, and estimates, and RPPs for the implementation projects. Phase two and phase three will overlap. Phase three will be to provide technical assistance, construction inspection, sub-system

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integration support, subsystem acceptance support, and system management support. Subsystem acceptance support will include the development of a network simulator that the System Manager will use id-factory acceptance and field acceptance testing. By providing a simulator, acceptance test costs decrease and the network interface standards will be assured. Acceptance should require that the subsystem has met all requirements, including full integration with the overall system. This project should continue for a minimum of five-years to provide consistency in oversight, integration support and acceptance of subsystems scheduled later in the phasing.

The System Manager project provides technical continuity for all of the projects. The projects require scoping and implementation phases. It is recommended that funding be sought for the projects in two applications. The first application will support the scoping phase. The second application will support the implementation phase and will be made after the scoping phase. The scoping phase will provide needs assessment, architecture development, scoping of system and upgrade requirements, interface definition, generation of PS&Es and help develop the RFPs. It is recommended that contracts be broken up using a system manager/implementation approach. The consultant who develops the scope (it is recommended that one corridor-wide system manager do this) would continue with the responsibilities to monitor the implementation contractor for technical compliance. This will ensure compliance with corridor standards. The implementation contractors would have the responsibility to provide a detailed design, implement the design and integrate the system into the appropriate communications network and TOC. The corridor-wide System Manager should provide support for the integration.

Areas Affected: The complete corridor.

Benefits: This project is the means by which all ITS projects in the corridor become an integrated system. The System Manager will also enforce the use of standards (such as OSI and NTCIP) and year 2000 compliance, thus reducing the capital and maintenance costs.

Estimate: This project will cover up to 10 years (see phasing schedule shown in **Figure 8.0-1**). The general budgetary estimate is summarized below. Most of the projects have an element that the System Manager would do and are not included below. The total for the general tasks and those scoping tasks completed in other projects by the System Manager is \$4,067,400.

Task/Materials	Total Estimate
Needs/Requirements Assessment	\$140,000
Overall System Design	\$125,000
System Manager Activities	\$1,435,000
Network Simulator Development	\$130,000
Project Subtotal	\$1,830,000
Contingency	\$455,000
Project Total	\$2,285,000

Issues: All three states benefit directly from this effort. One contract is recommended to control the quality of the integration. A long-term agreement to combine funds from the three states into one sponsoring agency is recommended; otherwise, the effort to maintain the finding would distract from the goal to implement one integrated system. The System Manager would report to the Corridor Steering Committee for approval of designs and recommendations.

An agency or individual needs to take ownership of this concept to get the states together to continue with the momentum developed in this corridor study.

## 7.3 Project Title: Advanced Traveler Information System (ATIS)

Description: This project will install a Traveler Information Center (TIC) in the Portland TMOC that correlates traffic, road condition, transit, and weather information, and then disseminates “traveler-friendly” information (**see Figure 7.3-1**). Key traveler dissemination channels may include highway advisory telephone (HAT), highway advisory radio (HAR), variable message signs (VMS), kiosk, the World Wide Web, and private companies. Integration of the ATIS with corridor communications networks would be part of this effort. It is recommended that this project be run in advance with the kiosk projects (**see Figure 3.0-2 and Figure 3.03** for kiosk locations). Installation of the HAT and HAR will also be accomplished as part of this project. The Advanced Traveler Information System will focus information and support services to

users (see **Figure 7.3-2**). Users of information include travelers along the corridor, potential travelers planning a trip on the corridor and agencies that provide services. This system provides the following key services and features:

- Dissemination of Multnomah Falls parking information and options
- Road congestion and status information
- Weather information
- Dissemination control to kiosk system
- Dissemination control to HAR system
- Interface with TOCs
- Yellow pages (optional)
- Must be easy to expand collection and dissemination elements
- Operators must be able to configure the system for adding/deleting elements
- Connects with other ATIS systems
- Provides standard ATMS interface for connection with TOCs
- Provides interface with other Information Service Providers (ISP) for future expansion
- Provides means to expand via Value Added Resalers (VAR) for revenue generation opportunities
- Must be expandable to include future dissemination channels like Internet., Community Access Television (CATV), HAT, etc.

The Advanced Traveler Information System must be compatible with International Traveler Information Standards (ITIS) and NTCIP/Class E standards to reduce maintenance and future costs of expansion. The Advanced Traveler Information System is where the most growth will be over the next 20 years. This system will require a flexible and open architecture to allow for a wide variety of future business plans, new technology for dissemination, and expansion of collection sources. This project will provide the potential of revenue generation capabilities.

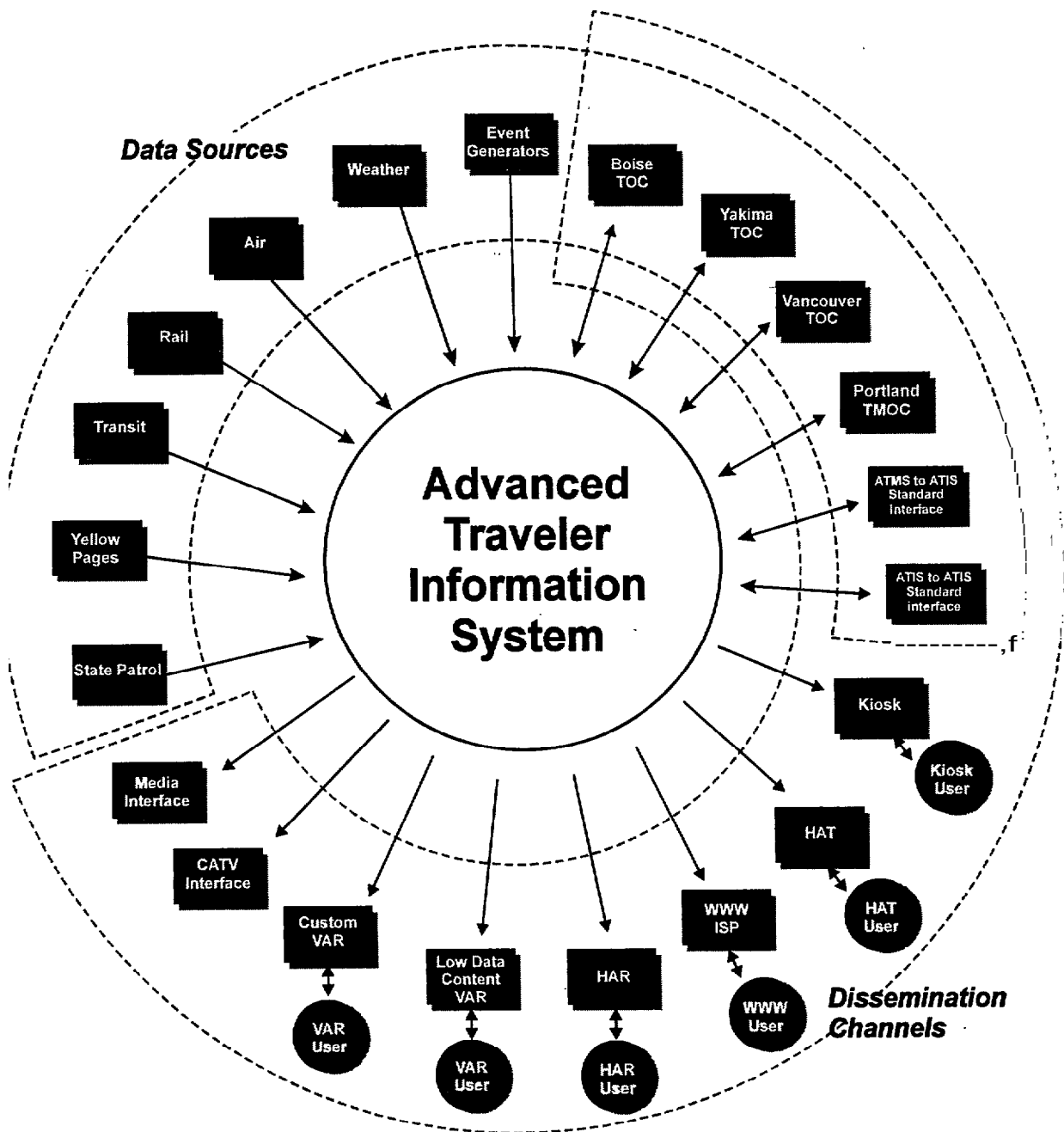
Areas Affected: Corridor-wide, Portland (for the TIC site).

Benefits: Travelers receive coordinated, real-time traffic, transit, weather, and road status information.

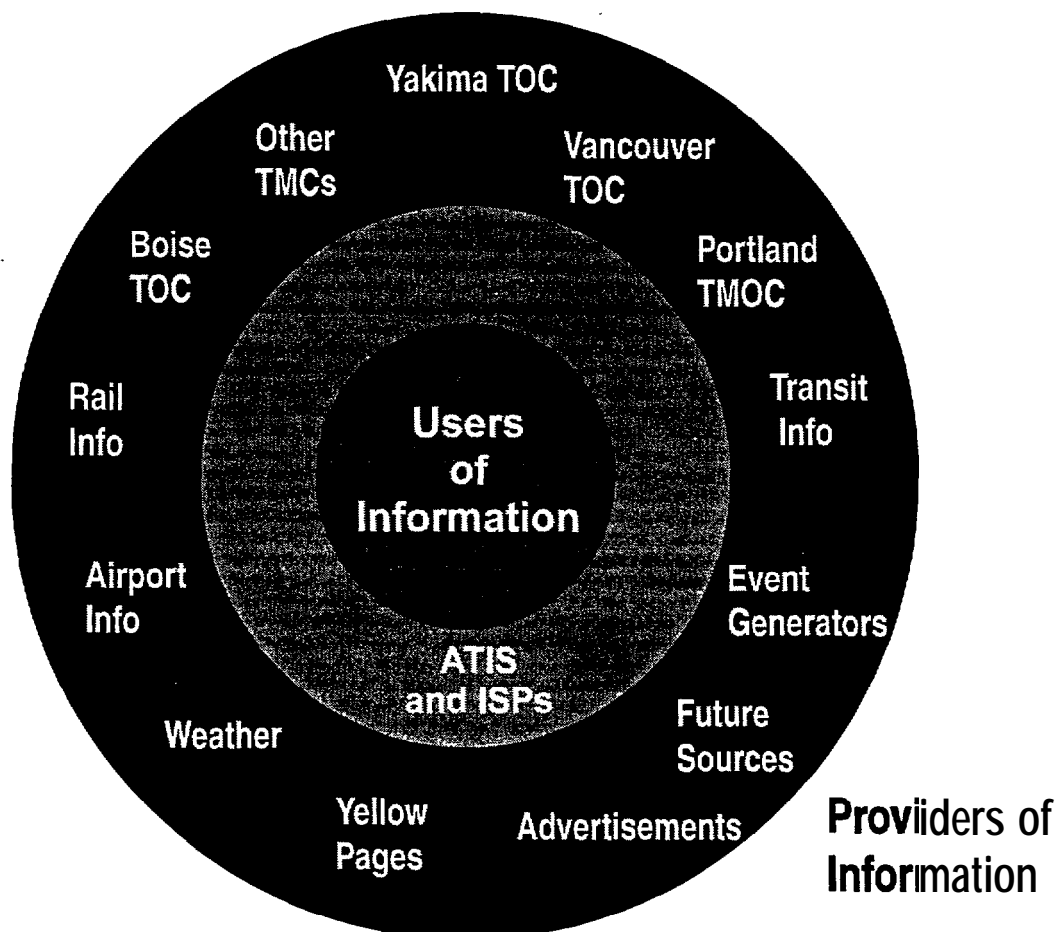
Estimate: This project will cover 18-24 months (see phasing schedule). Note that a five-year maintenance task is also estimated. Operations for HAR and HAT is only needed for one dissemination channel and covers both. The general budgetary estimate is summarized below.

<b>Task/Materials</b>	<b>Total Estimate</b>	<b>Base System</b>	<b>Additional Units</b>	<b>cost/ Unit</b>
Preliminary Design	\$105,000	\$105,000	0	(\$C)
Plans, Specifications and Estimates	\$185,000	\$185,000	0	(\$C)
Construction	\$130,000	\$130,000	0	(\$C)
Construction Engineering	\$170,000	\$170,000	0	(\$C)
System Implementation, Integration, Testing, Training & Equipment	\$795,000	\$725,000	1	\$70,001)
HAT Implementation/Operation	\$35,000	N/A	1	\$35,000
HAR Implementation/Operation	\$275,000	N/A	1	\$275,000
Project Subtotal	\$1,695,000	\$1,315,000		\$380,000)
Contingency	\$510,000	\$395,000		\$115,000)
Project Total	\$2,205,000	\$1,710,000		\$495,000)
Maintenance for 5 years	\$125,000	0	5	\$25,000)

Issues: All three states will benefit directly from this effort. One contract is recommended to control integration quality, and as such, a long-term means to combine funds from the three states through one sponsoring agency will be required; otherwise, the effort to maintain the funding will distract from the goal to implement one integrated system and will be more expensive.



**Figure 7.3-1 Advanced Traveler Information Systems Interface**



**Figure 7.3-2 Advanced Traveler Information Systems Focus**

## 8.0 Project Dependencies and Priorities

Project dependencies and priorities are identified in **Table 8.0-1**. These priorities have been established based primarily upon schedule and data dependency logic. **Priority A** projects are the highest priority and will require organizational functions to facilitate implementation. **Priority B** projects will need to be in place in order for other projects to work or be effective in dissemination.

**Priority C** projects will be needed by other projects and will need related projects to provide quality information. **Priority D** projects will be independent projects, but will need others to fully disseminate their information. **Priority E** projects will be entirely dependent on other projects to even operate. A Project Prospectus is included in the Appendix for projects that are expected to be programmed in the near term.

**Table 8.0-1 Recommended Project Priorities**

Project Name	Relationship to In-state ITS Projects	Relationship to Corridor ITS Projects	Priority	Project Prospectus in Appendix
Vancouver SR- 14 Corridor TOC Project	Collects traffic and road condition data for the Vancouver area, correlates data for dissemination.	Links to corridorwide ATIS and to other TOCs via communications network	C	✓
Yakima SR-14/I-82 Corridor TOC Project	Collects traffic and road condition data for the Yakima area, correlates data for dissemination.	Links to corridorwide ATIS and to other TICs via communications network,	C	✓
Vancouver (Southwest Region) Communications Integration Project	Links most sensors in South Central Region to the Vancouver TOC and links dissemination elements.	Links to ATIS and main trunk of communications network, must be in place for Vancouver TOC to be effective.	B	✓
Yakima (South Central Region communication Network, Spur and Integration Project	Links most sensors in South Central Region to the Yakima TIC and links dissemination elements.	Links to ATIS and main trunk of communications network, must be in place for Yakima TOC to be effective	B	✓

<b>Project Name</b>	<b>Relationship to In-state ITS Projects</b>	<b>Relationship to Corridor ITS Projects</b>	<b>Priority</b>	<b>Project Prospectus in Appendix</b>
SR-14 RWIS	Collects local data for local TOCs	Dependent on communications network to communicate to TOCs	C	✓
SR-14 VMS Deployment	Dependent on TOCs and communications networks to be effective.	Can share messages from other TICs and ATIS via the communication link.	D	✓
SR-14 Rockfall Detection and Warning System	Can operate independent of others. Needs communications network to connect to TOCs.	Provides data to ATIS via the TOCs and communications networks	E	✓
SR-14 Tunnel Overheight Detection System	Can operate independent of others. Needs communications network to connect to TOCs.	Needs communication link to provide data to ATIS and other elements.	D	✓
SR-14 Bridge Overheight and Overweight Detection System	Can operate independent of others. Needs communications network to connect to TOCs.	Needs communication link to provide data to ATIS and other elements.	D	✓
Tri-Cities Area Port of Entry Upgrade	Can operate independent of others. Needs communications network to connect to TOCs.	Needs communication link to provide data to ATIS and other elements.	D	✓
Portland I-84 Corridor TMOC Expansion	Collects traffic and road condition data for the Portland area, add-on to existing TMOC.	Links to corridorwide ATIS and to other TOCs via communications network.	C	✓

<b>Project Name</b>	<b>Relationship to In-state ITS Projects</b>	<b>Relationship to Corridor ITS Projects</b>	<b>Priority</b>	<b>Project Prospectus in Appendix</b>
Oregon I-84 Communications Network Integration	Links sensors in I-84 to the Portland TMOC and links dissemination elements, this is the main trunk of the communications network.	Links to TIS, must be in place for Portland TMOC to be effective along I-84.	B	✓
Oregon I-84 VMS Deployment	Dependent on TOCs and communications networks to be effective.	Can share messages from other TOCs and ATIS via the communication link.	C	✓
Oregon I-84 RWIS	Collects local data for local TOCs	Dependent on communications networks to communicate to TOCs to be most effective.	C	✓
Oregon I-84 Bridge Overheight and Overweight Detection System	Operates independent of others. Needs network to connect to TOCs.	Needs communication link to provide data to ATIS and to other elements.	D	✓
Oregon I-84 Kiosk	Must have the ATIS system and communication network to function	Other collection systems that feed into the TICs and ATIS provide data for kiosks.	E	✓
Multnomah Falls Parking Management System	Can operate independently.	Needs Oregon communications network and ATIS provide areawide data.	D	✓
Boise I-84 Corridor ATMS Strategic Plan	Must have communications to communicate with sensors and VMS in Boise area.	Must precede TOC project to provide details on VMS, kiosk, and sharing of Idaho sensor data.	B	✓

<b>Project Name</b>	<b>Relationship to In-state ITS Projects</b>	<b>Relationship to Corridor ITS Projects</b>	<b>Priority</b>	<b>Project Prospectus in Appendix</b>
Boise Area Communications Integration Project	Links sensors in I-84 to the Boise TOC and links dissemination elements, (part of the main trunk of network).	Links to ATIS, must be in place for Boise TIC to be effective along I-84.	B	✓
Idaho I-84 VMS Deployment	Dependent on TOCs and communications networks to be effective.	Can share messages from other TOCs and ATIS via the communication link.	D	✓
Idaho I-84 Kiosk	Must have the ATIS system and communications network to function.	Other collection systems that feed into the TOCs and ATIS provide data for kiosks.	E	✓
Idaho RWIS Upgrade	Collects local data for local TOCs.	Depends on communications networks to communicate to TOCs.	C	✓
Washington, Oregon, Idaho ITS Coordination Committees	Oversight responsibilities for other projects.	Provides for coordination of efforts for all projects	A	
Corridor System Manager	System design, generation of PS&Es, develop RFPs for the other projects.	Enforces interoperability standards and oversees system design and integration.	A	
Advanced Traveler Information System (ATIS)	Need input from local TOCs.	Needs communications networks to communicate, TOC data also required to provide broad coverage.	C	✓

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Because of the project dependencies it is suggested that projects follow the phasing shown on **Figure 8.0-1**.

Phasing of the projects will allow for critical elements to be in place at the right time to support or expand the capabilities of related projects. For instance, data collection projects (TOCs) will be needed prior to the corridor-wide ATIS project. The ATIS project is needed prior to the kiosk projects.

No project is specified for the Boise area TOC, but phasing has been added assuming that some form of TOC will occur. The nature of the Boise TOC will be determined as part of the Boise Area ATMS Strategic Plan.

Periodic check points are recommended and shown in the schedule on the following page (**Figure 8.0-1**). The purpose of these checkpoints will be to review the goals of the plan and evaluate current priorities and technology and how they affect the plan.

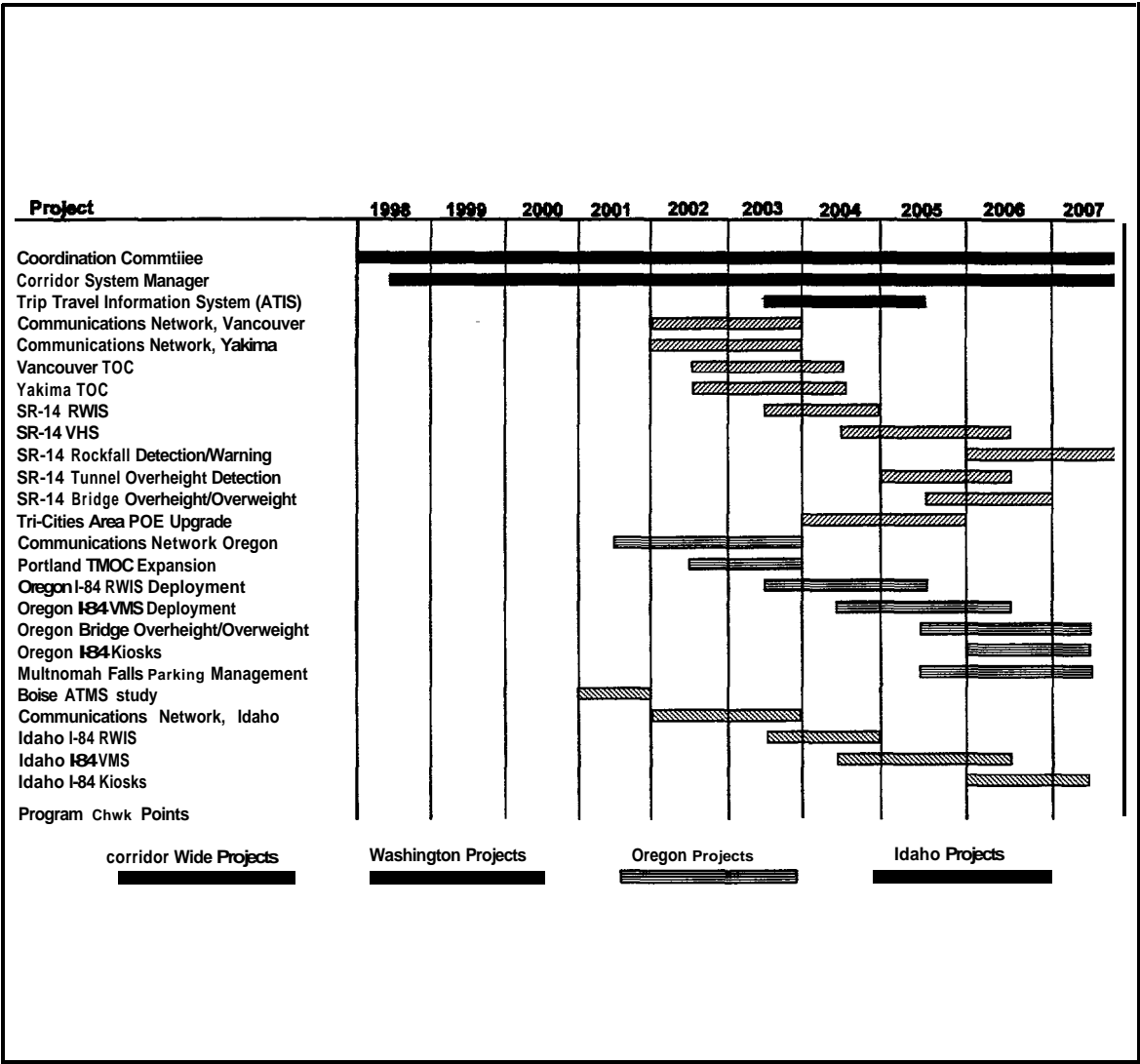


Figure 8.0-1 Recommended Corridor Project Phasing

## 9.0 Project Estimate Summary

**Table 9.0-1** is a summary of the project total estimates. The estimates include base system, options and maintenance where appropriate and are intended to be used for long-range phasing purposes. Details are provided in the respective sections indicated in the first column. The Idaho, Oregon, Washington ITS Coordination Committees project is provided as an annual budget and this will need to be multiplied by the number of years (seven are recommended) the committees are to be in place.

**Table 9.0-1 Summary of Project Estimates**

<b>Section</b>	<b>Project Name</b>	<b>Washington</b>	<b>Oregon</b>	<b>Idaho</b>	<b>Corridor Wide</b>
4.1	Vancouver SR- 14 Corridor TOC	\$1,700,000			
4.2	Yakima SR-14/I-82 Corridor TOC	\$1,405,000			
4.3	Vancouver (Southwest Region) Communications Integration	\$1,090,000			
4.4	Yakima (South Central Region) Communication Network, Spur, and Integration	\$800,000			
4.5	SR-14 RWIS	\$1,300,000			
4.6	SR- 14 VMS Deployment	\$3,325,000			
4.7	SR- 14 Rockfall Detection and Warning System	\$1,080,000			
4.8	SR-14 Tunnel Overheight Detection System	\$425,000			
4.9	SR-14 Bridge Overheight and Overweight Detection System	\$880,000			

<b>Section</b>	<b>Project Name</b>		<b>Oregon</b>	<b>Idaho</b>	<b>Corridor Wide</b>
4.10	Tri-Cities Area POE	\$1,615,000			
5.1	Portland I-84 Corridor TMOE Expansion		\$1,455,000		
5.2	Oregon I-84 Communications Network Integration		\$3,250,000		
5.3	I-84 VMS Deployment		\$5,970,000		
5.4	Oregon I-84 RWIS		\$3,990,000		
5.5	Oregon I-84 Bridge Overheight and Overweight Detection System		\$880,000		
5.6	Oregon I-84 Kiosk		\$645,000		
5.7	Multnomah Falls Parking Management System		\$310,000		
6.1	Boise I-84 Corridor ATMS Strategic Plan			\$220,000	
6.2	Boise Area Communications Integration			\$1,025,000	
6.3	I-84 VMS Deployment			\$1,580,000	
6.4	Idaho I-84 Kiosk			\$300,000	
6.5	Idaho RWIS Upgrade			\$485,000	
7.1	Idaho, Oregon, Washington ITS Coordination Committees				\$115,000

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Section	Project Name	Washington	Oregon	Idaho	Corridor Wide
7.2	Corridor Coordinated System Design and System Manager				\$2,285,000
7.3	Advanced Traveler Information System (ATIS)				\$2,330,000
	Subtotals	\$13,620,000	\$16,500,000	\$3,610,000	\$4,730,000
	Total				\$38,460,000

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# Appendix

## Project Prospectus Forms



# Project Prospectus

WIN	SR 14	TITLE(WIN) <b>VANCOUVER SR-14 CORRIDOR TRAFFIC OPERATIONS CENTER (TOC)</b>				
		TYPE OF WORK <b>intelligent Transportation System Component</b>				
	PIN	FUNCTIONAL CLASS <b>Principal Arterial</b>	NHS STATUS <b>NHS</b>	REGION <b>Southwest</b>	DATE FORM REVISED	REVISION NO
BEGIN KP _____ MP _____	END KP _____ MP _____	LENGTH, KM _____ Miles _____	PAVING LENGTH. Lane KM _____ Lane Miles _____	Need for Right-of-Way? ____Yes __ No <b>X</b> Undetermined		
STATEMENT OF DEFICIENCY OR BENEFIT:			Is this deficiency addressed in the 20 year System Plan? Yes No			
<p>The SR-14 Corridor in the Southwest Region will experience reduced traffic congestion and improved incident management along the corridor. This project will provide more accurate and timely information to drivers, thus reducing accidents and congestion. Travelers in the SR-14 Corridor area will benefit from real-time information on road and traffic conditions.</p>						
ROADWAY GEOMETRIC DATA		EXISTING	PROPOSED	STANDARDS	Design Year Date _____	
TOTAL NO THROUGH LANES						
NO LANES THIS PROPOSAL						
LANE WIDTH	ft/meter	/	/	/	CURRENT (1995) ADT: <u>5600*</u>	DESIGN YEAR
SHOULDER WIDTH LT.	ft/meter	/	/	/	TRUCK %: <u>10-55</u>	
SHOULDER WIDTH RT.	ft/meter	/	/	/	*weighted average; range = 800 - 47,000	
ROADWAY WIDTH	ft/meter	/	/	/		
AUX LANE LENGTH	miles/KM	/	/	/	Eligible for Federal Aid <b>X</b> Yes <b>No</b>	
AUX LANE WIDTH	ft/meter	/	/	/	Other Partner? <b>Yes</b> <b>No</b>	
MEDIAN WIDTH	ft/meter	/	/	/		
PROPOSED STRATEGY						
PIN	%	Sub-Program/Category SR: Begin to End MP	Description			
		SR Begin MP End MP	This project will implement the Vancouver Traffic Operations Center (TOC), interface the TOC with the corridor communications network and integrate appropriate field devices, and link the TOC with the other corridor TOC. The purpose of the TOC is to monitor Southwest Region's SR-14 field devices, coordinate emergency management, reduce the potential of incidents, provide control for variable message sign(VMS) messages, and improve the highway traffic flow in the area. The Vancouver TOC will provide the following services: Traffic management; Emergency management; and will provide the operator with corridor information from the other centers.			
			Project Cost Estimate <b>\$1,350,000</b> Maintenance Cost (5 years) <b>350,000</b>			
REGIONAL ADMINISTRATOR					DATE	
OSC DESIGN CONCURRENCE					DATE	
SERVICE CENTER COMMENTS						
OSC PROGRAM MANAGEMENT APPROVAL					DATE	



# Project Prospectus

WIN	S R 14(1) 82 (2)	TITLE(WIN) <b>YAKIMA SR-14/I-82 CORRIDOR TRAFFIC OPERATIONS CENTER (TOC)</b>				
	PIN	TYPE OF WORK <b>Intelligent Transportation System Component</b>				
		FUNCTIONAL CLASS (1) Principal Arterial (2) Interstate	NHS STATUS NHS	REGION South Central	DATE FORM REVISED	REVISION NO

BEGIN KP _____ MP _____	END KP _____ MP _____	LENGTH KM _____ Miles _____	PAVING LENGTH Lane KM _____ Lane Miles _____	Need for Right-of-Way? _Yes _No <input checked="" type="checkbox"/> Undetermined
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<b>STATEMENT OF DEFICIENCY OR BENEFIT:</b>	<b>Is this deficiency addressed in the 20 year System Plan?</b>	<b>Yes</b>	<b>No</b>
SR-14/I-82 in the South Central Region will experience reduced traffic congestion and improved incident management along the corridor. This project will provide more accurate and timely information to drivers thus reducing accidents and congestion. Travelers in the SR-14 and I-81 Corridor area will benefit from real-time information on road and traffic conditions.			

ROADWAY GEOMETRIC DATA	EXISTING	PROPOSED	STANDARDS	
TOTAL NO THROUGH LANES				Design Year Date _____  CURRENT DESIGN YEAR (1995) ADT: <u>2000(1);20,000(2)</u> TRUCK %: <u>33(1);20(2)</u> (1)=SR 14 (2)=SR82
NO LANES THIS PROPOSAL				
LANE WIDTH ft/meter	/	/	/	
SHOULDER WIDTH LT. ft/meter	/	/	/	
SHOULDER WIDTH RT ft/meter	/	/	/	Eligible for Federal Aid <input checked="" type="checkbox"/> Yes ____ No Other Partner? ____Yes ____ No
ROADWAY WIDTH ft/meter	/	/	/	
AUX LANE LENGTH miles/KM	/	/	/	
AUX LANE WIDTH ft/meter	/	/	/	
MEDIAN WIDTH ft/meter	/	/	/	

PROPOSED STRATEGY			
PIN	%	Sub-Program/Category SR: Begin to End MP	Description
		SR Begin MP End MP	<b>This project will implement the Yakima Traffic Operations Center (TOC), interface the TOC with the corridor communications network and integrate appropriate field devices, and link the TOC with the other corridor TOCs The purpose of the TOC is to monitor South Central Region's SR-14 field devices, coordinate emergency management, reduce the potential of incidents, provide control for VMS messages, and improve the highway flow in the area. The Yakima TOC will provide the following services: Traffic management: Emergency management; and will provide the operator with corridor information from the other centers.</b>  <b>Project Cost Estimate \$1,205,000</b> <b>Maintenance Cost (5 years) 200,000</b>

REGIONAL ADMINISTRATOR	DATE
OSC DESIGN CONCURRENCE	DATE
SERVICE CENTER COMMENTS:	
OSC PROGRAM MANAGEMENT APPROVAL:	DATE



# Project Prospectus

WIN	SR 14	TITLE(WIN) <b>SOUTHWEST REGION COMMUNICATIONS INTEGRATION</b>				
		TYPE OF WORK <b>intelligent Transportation System Component</b>				
	PIN	FUNCTIONAL CLASS <b>Principal Arterial</b>	NHS STATUS <b>NHS</b>	REGION <b>Southwest</b>	DATE FORM REVISED	REVISIO NO

BEGIN KP _____ MP _____	END KP _____ MP _____	LENGTH KM _____ Miles _____	PAVING LENGTH Lane KM _____ Lane Miles _____	Need for Right-of-Way? _Yes _No <b>X Undetermined</b>
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STATEMENT OF DEFICIENCY OR BENEFIT:	Is this deficiency addressed in the 20 year System Plan?      Yes      No
-------------------------------------	---

All of Southwest Region's existing field devices along SR-14 up to the South Central Region Boundary will be integrated. Traffic status, variable message sign (VMS) control, weather, and road conditions will be real-time. The SR-14 and Vancouver area travelers will benefit from real-time information on road and traffic situations on SR-14, I-82, and I-84.

ROADWAY GEOMETRIC DATA	EXISTING	PROPOSED	STANDARDS	
TOTAL NO THROUGH LANES				Design Year Date _____
NO. LANES THIS PROPOSAL				
LANE WIDTH                      ft/meter	/	/	/	CURRENT                      DESIGN YEAR
SHOULDER WIDTH LT.              ft/meter	/	/	/	(1995) ADT: <u>5600*</u> _____
SHOULDER WIDTH RT.              ft/meter	/	/	/	TRUCK %: <u>10-55</u> _____
ROADWAY WIDTH                      ft/meter	/	/	/	*weighted average; range = 800 - 47,000
AUX LANE LENGTH                      miles/KM	/	/	/	Eligible for Federal Aid <b>X Yes</b> <b>No</b> Other Partner? <u>Yes</u> <b>No</b>
AUX LANE WIDTH                      ft/meter	/	/	/	
MEDIAN WIDTH                      ft/meter	/	/	/	

PROPOSED STRATEGY			
PIN	%	Sub-Program/Category SR: Begin to End MP	Description
		SR Begin MP      End MP	<p>This project will implement the communications link for SR-14 with the I-84 main communications trunk on I-84 for the Southwest Region. The project will integrate all appropriate devices along SR-14 with the communications network (those not covered in the Vancouver TOC project). This project also includes linking the Strategic Highway Research System sites at Mile Posts 11.9 and 17.7. Part of this project will be to coordinate with the Vancouver SR-14 Corridor TOC Project to ensure that communications with the corridor field devices are established and are fully integrated with the system at the TOC.</p> <p style="text-align: right;">Project Cost Estimate                      \$990,000 Maintenance Cost (5 years)                      100,000</p>

REGIONAL ADMINISTRATOR	DATE
OSC DESIGN CONCURRENCE	DATE
SERVICE CENTER COMMENTS	
OSC PROGRAM MANAGEMENT APPROVAL	DATE



# Project Prospectus

WIN	S R 14(1) 82 (2)	TITLE(WIN) <b>SOUTH CENTRAL REGION COMMUNICATION NETWORK, SPUR, AND INTEGRATION</b>				
		TYPE OF WORK <b>Intelligent Transportation System Component</b>				
	PIN	FUNCTIONAL CLASS (1) Principal Arterial (2) Interstate	NHS STATUS <b>N H S</b>	REGION <b>South Central</b>	DATE FORM REVISED	REVISION NO

3EGIN. KP _____ MP _____	END KP _____ MP _____	LENGTH KM _____ Miles _____	PAVING LENGTH: Lane KM _____ Lane Miles _____	Need for Right-of-Way? __Yes __No <u>X</u> Undetermined
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STATEMENT OF DEFICIENCY OR BENEFIT:	Is this deficiency addressed in the 20 year System Plan?      Yes      No
<p>This project will implement the communications backbone for SR-14 and I-82 in the South Central Region and link it with the I-84 main communications trunk on I-84. The project will integrate all appropriate devices along SR-14 into the communications network (those not covered in the Yakima TOC project). The I-82 communications backbone will run from the I-84 connection to the Tri-Cities and to Yakima (WSDOT South Central Region Office). The project also includes linking the Strategic Highway Research System site at Mile Post 115 (on I-82) and the integration of the following existing VMS signs into the communications network: Eastbound SR-14 at mile Post 167.3; Eastbound SR-14 at mile post 180.3; Southbound SR-221 near the SR-14 intersection; Northbound I-82 at mile post 132.2; and Southbound I-82 at mile post 112.0. Part of this project will be to coordinate with the Yakima TOC Project to ensure that communications with the corridor field devices is established and that those devices are integrated with the system at the TOC.</p>	

ROADWAY GEOMETRIC DATA	EXISTING	PROPOSED / STANDARDS		
TOTAL NO THROUGH LANES				Design Year Date _____
NO CANES THIS PROPOSAL				
LANE WIDTH	ft/meter	/	/	CURRENT      DESIGN YEAR (1995) ADT: <u>2000(1):20,000(2)</u> _____ TRUCK %: <u>33(1):20(2)</u> _____ (1)=SR 14 (2)=SR 82
SHOULDER WIDTH LT	ft/meter	/	/	
SHOULDER WIDTH RT	ft/meter	/	/	Eligible for Federal Aid <u>X</u> Yes      ____ No Other Partner?      ____ Yes      ____ No
ROADWAY WIDTH	ft/meter	/	/	
AUX LANE LENGTH	miles/KM	/	/	
AUX LANE WIDTH	ft/meter	/	/	
MEDIAN WIDTH	ft/meter	/	/	

PROPOSED STRATEGY		
PIN	Sub-Program/Category SR: Begin to End MP	Description
	SR Begin MP      End MP	<p>This project will implement the Yakima Traffic Operations Center (TOC), interface the TOC with the corridor communications network and integrate appropriate field devices, and link the TOC with the other corridor TOCs. The purpose of the TOC is to monitor South Central Region's SR-14 field devices, coordinate emergency management, reduce the potential of incidents, provide control for VMS messages, and improve the highway flow in the area. The Yakima TOC will provide the following services: Traffic management; Emergency management; and will provide the operator with corridor information from the other centers.</p> <p style="text-align: right;">Project Cost Estimate      \$1,205,000 Maintenance Cost (5 years)      200,000</p>

REGIONAL ADMINISTRATOR	DATE
OSC DESIGN CONCURRENCE	DATE
SERVICE CENTER COMMENTS.	
DSC PROGRAM MANAGEMENT APPROVAL	DATE



# Project Prospectus

MN	SR	TITLE(WIN) <b>WASHINGTON SR-14 ROAD WEATHER INFORMATION SYSTEM</b>				
	14	TYPE OF WORK <b>Intelligent Transportation System Component</b>				
	PIN	FUNCTIONAL CLASS <b>Principal Arterial</b>	NHS STATUS <b>N H S</b>	REGION <b>Southwest</b>	DATE FORM REVISED	REVISION NO

BEGIN: KP _____ MP _____	END KP _____ MP _____	LENGTH KM _____ Miles _____	PAVING LENGTH. Lane KM _____ Lane Miles _____	Need for Right-of-Way? __ Yes __ No <input checked="" type="checkbox"/> Undetermined
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STATEMENT OF DEFICIENCY OR BENEFIT:	Is this deficiency addressed in the 20 year System Plan?    Yes    No
<p><b>Real-time notification of road and weather conditions will reduce the risk of incidents on SR-14 and insure better use of road maintenance resources due to more accurate information.</b></p>	

ROADWAY GEOMETRIC DATA	EXISTING	PROPOSED	STANDARDS	Design Year Date _____	
TOTAL NO. THROUGH LANES					
NO. LANES THIS PROPOSAL					
LANE WIDTH                      ft/meter	/	/	/	CURRENT	DESIGN YEAR
SHOULDER WIDTH LT.            ft/meter	/	/	/	(1995) ADT: <u>1800-27.000</u>	_____
SHOULDER WIDTH RT.          ft/meter	/	/	/	TRUCK %: <u>8-28</u>	_____
ROADWAY WIDTH                ft/meter	/	/	/		
AUX LANE LENGTH            miles/KM	/	/	/	Eligible for Federal Aid	<input checked="" type="checkbox"/> Yes    __ No
AUX LANE WIDTH              ft/meter	/	/	/	Other Partner?	__ Yes    __ No
MEDIAN WIDTH                ft/meter	/	/	/		

PROPOSED STRATEGY			
PIN	%	Sub-Program/Category SR: Begin to End MP	Description
		SR    Begin    MP            End    MP	<p>This project will install Road Weather Information Systems (RWIS) sites along SR-14 at 5-7 mile intervals. This project will integrate the RWIS sites to the corridor communications network, and the Vancouver TOC. Road and bridge ice sensors are to be included as appropriate. A total of 8 new sites will be added between mile post 12 and mile post 101. The RWIS system consists of the following subsystems at a minimum: Road ice sensors subsystem; weather station subsystem; controller subsystem; and communications subsystem. Each RWIS collects and processes micro, climate weather and local road condition information. When ice or rain is detected on SR-14 the RWIS Controller Subsystem formats a message and sends it to the Vancouver TOC. Operators in the Vancouver TOC send advisories to appropriate VMS, HAR, and HAT systems. The Vancouver TOC will automatically pass the advisories on to the Portland and Yakima TOC's and the Trip Travel Information System.</p> <p style="text-align: right;">Project Cost Estimate            \$120,000 Maintenance Cost (5 years)        20,000</p>

REGIONAL ADMINISTRATOR	DATE
OSC DESIGN CONCURRENCE	DATE
SERVICE CENTER COMMENTS.	
OSC PROGRAM MANAGEMENT APPROVAL	DATE



# Project Prospectus

WIN	SR 14	TITLE(WIN) <b>SR-14 (WASHINGTON) VARIABLE MESSAGE SIGNS DEPLOYMENT</b>					
	PIN	TYPE OF WORK <b>Intelligent Transportation System Component</b>		NHS STATUS <b>NHS</b>	REGION <b>Southeast</b>	DATE FORM REVISED	REVISION NO
FUNCTIONAL CLASS <b>Principal Arterial</b>							
BEGIN KP _____ MP _____	END KP _____ MP _____	LENGTH: KM _____ Miles _____	PAVING LENGTH <b>Lane KM</b> _____ <b>Lane Miles</b> _____	Need for Right-of-Way? ___Yes ___ No <input checked="" type="checkbox"/> Undetermined			
STATEMENT OF DEFICIENCY OR BENEFIT:			Is this deficiency addressed in the 20 year System Plan? Yes No				
Travelers will receive real-time information on traffic status, weather, and road conditions, which will help to improve safety and reduce incidents.							
ROADWAY GEOMETRIC DATA		EXISTING	PROPOSED	STANDARDS	Design Year Date _____		
TOTAL NO. THROUGH LANES							
NO. LANES THIS PROPOSAL							
LANE WIDTH ft/meter		/	/	/	CURRENT (1995) ADT: <b>1300-17000</b>	DESIGN YEAR	
SHOULDER WIDTH LT ft/meter		/	/	/	TRUCK %: <b>10-28</b>		
SHOULDER WIDTH RT ft/meter		/	/	/			
ROADWAY WIDTH ft/meter		/	/	/			
AUX LANE LENGTH miles/KM		/	/	/			
AUX LANE WIDTH ft/meter		/	/	/			
MEDIAN WIDTH ft/meter		/	/	/			
Eligible for Federal Aid <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Other Partner? <input type="checkbox"/> Yes <input type="checkbox"/> No							
PROPOSED STRATEGY							
PIN	%	Sub-Program/Category SR: Begin to End MP	Description				
		S R Begin MP End MP	This project will implement eight (8) permanent variable message signs (VMS) to provide messages for congestion, weather, road conditions, and recommended diversions, and one (1) portable VMS sign to deal with special situations (events and construction). Integration of VMS signs with the communications infrastructure (and the Vancouver TOC) will be part of this project. The portable VMS will be connected to the Vancouver TOC via wireless. Preliminary locations for the eight permanent signs are: Eastbound SR-14; near mile post 40; near mile post 63; near mile post 82; near mile post 99; Westbound SR-14; near mile post 44; near mile post 67; near mile post 86; and near mile post 103.				
			Project Cost Estimate \$295,000 Maintenance Cost (5 years) 20,000				
REGIONAL ADMINISTRATOR							DATE
OSC DESIGN CONCURRENCE							DATE
SERVICECENTER COMMENTS							
OSC PROGRAM MANAGEMENT APPROVAL							DATE



# Project Prospectus

WIN	SR 14	TITLE(WIN) SR-14 ROCKFALL DETECTION AND WARNING SYSTEM				
		TYPE OF WORK Intelligent Transportation System Component				
PIN		FUNCTIONAL CLASS Principal Arterial	NHS STATUS NHS	REGION Southwest	DATE FORM REVISED	REVISION NO
BEGIN KP _____ MP _____	END KP _____ MP _____	LENGTH KM _____ Miles _____	PAVING LENGTH Lane KM _____ Lane Miles _____		Need for Right-of-Way? _Yes _No <u>X</u> Undetermined	
STATEMENT OF DEFICIENCY OR BENEFIT:			Is this deficiency addressed in the 20 year System Plan? Yes No			
Travelers will receive real-time rockfall warnings to improve safety and reduce incidents.						
ROADWAY GEOMETRIC DATA		EXISTING	PROPOSED	STANDARDS	Design Year Date _____	
TOTAL NO. THROUGH LANES						
NO. LANES THIS PROPOSAL						
LANE WIDTH	ft/meter	/	/	/	CURRENT (1995) ADT: <u>3400</u>	DESIGN YEAR _____
SHOULDER WIDTH LT.	ft/meter	/	/	/	TRUCK %: <u>13-17</u>	_____
SHOULDER WIDTH RT.	ft/meter	/	/	/		
ROADWAY WIDTH	ft/meter	/	/	/		
AUX LANE LENGTH	miles/KM	/	/	/	Eligible for Federal Aid XYes -No	
AUX LANE WIDTH	ft/meter	/	/	/	Other Partner? -Yes -No	
MEDIAN WIDTH	ft/meter	/	/	/		
PROPOSED STRATEGY						
PIN	%	Sub-Program/Category SR: Begin to End MP	Description			
		SR Begin MP End MP	This project will implement two rockfall detection systems and integrate them with the Southwest Region Communications Network. The controller subsystem monitors level of activity and reports activity levels to the Vancouver TOC and sends traveler advisories and warnings to the Rockfall warning sign(s). Preliminary locations for the two rockfall detection systems are shown: East and westbound SR-14 near mile post <b>54</b> ; and East and westbound SR-14 near mile post <b>77</b> .			
			Project Cost Estimate \$980,000 Maintenance Cost (5 years) 100,000			
REGIONAL ADMINISTRATOR					DATE	
OSC DESIGN CONCURRENCE					DATE	
SERVICE CENTER COMMENTS:						
OSC PROGRAM MANAGEMENT APPROVAL					DATE	



# Project Prospectus-

MN	SR	TITLE(WIM) <b>SR-14 TUNNEL OVERHEIGHT DETECTION SYSTEM</b>				
	14	TYPE OF WORK <b>Intelligent Transportation System Component</b>				
	PIN	FUNCTIONAL CLASS Principal Arterial	NHS STATUS NHS	REGION Southwest	DATE FORM REVISED	REVISION NO

BEGIN KP _____ MP _____	END: KP _____ MP _____	LENGTH. KM _____ Miles _____	PAVING LENGTH Lane KM _____ Lane Miles _____	Need for Right-of-Way? ___Yes ___ No <b>X</b> Undetermined
-------------------------------	------------------------------	------------------------------------	--	---

STATEMENT OF DEFICIENCY OR BENEFIT:	Is this deficiency addressed in the <b>20 year</b> System Plan? <b>Yes</b> <b>No</b>
-------------------------------------	--

Reduced risk of incidents in the tunnels. Reduced risk and congestion to other drivers due to real-time notification of potential incident to the Vancouver TOC and disseminated traveler warnings if an incident occurs via highway advisory radio (HAR), highway advisory telephone (HAT), and variable message signs (VMS).

ROADWAY GEOMETRIC DATA	EXISTING	PROPOSED	STANDARDS	
TOTAL NO THROUGH LANES				Design Year Date _____  CURRENT      DESIGN YEAR (1995) ADT: <u>2300</u> _____ TRUCK %: <u>12 (est.)</u> _____
NO LANES THIS PROPOSAL				
LANE WIDTH      ft/meter	/	/	/	
SHOULDER WIDTH LT.      ft/meter	/	/	/	
SHOULDER WIDTH RT.      ft/meter	/	/	/	Eligible for Federal Aid      XYes -No Other Partner?      -Yes -No
ROADWAY WIDTH      ft/meter	/	/	/	
AUX LANE LENGTH      miles/KM	/	/	/	
AUX LANE WIDTH      ft/meter	/	/	/	
MEDIAN WIDTH      ft/meter	/	/	/	

PROPOSED STRATEGY		
PIN	%	Description
	%	Sub-Program/Category SR: Begin to End MP  <div style="display: flex; justify-content: space-between;"> <span>SR Begin <b>M P</b></span> <span>End MP</span> </div> This project will implement overheight detection systems for use on the tunnels along SR-14 and will integrate with the Southwest Region Communications Network. Two preliminary locations for Tunnel Overheight Detector systems are recommended between mile posts 56 and 60. The overheight system consists of a height detector subsystem, an operator warning subsystem, a communications subsystem, and a controller subsystem. Upon detection of an overheight situation, the operator will be notified not to proceed through the tunnel and what actions to take. A message is Sent to the Vancouver TOC of the potential situation for appropriate monitoring.  <div style="display: flex; justify-content: flex-end; margin-top: 20px;"> <div style="text-align: right;">             Project Cost Estimate      \$385,000              Maintenance Cost (5 years)      40,000           </div> </div>

REGIONAL ADMINISTRATOR	DATE
OSC DESIGN CONCURRENCE	DATE
SERVICE CENTER COMMENTS,	
OSC PROGRAM MANAGEMENT APPROVAL	DATE



# Project Prospectus

Win	SR 14	TITLE(WIN) <b>SR-14 BRIDGE OVERHEIGHT AND OVERWEIGHT DETECTION SYSTEM</b>				
		TYPE OF WORK <b>Intelligent Transportation System Component</b>				
	PIN	FUNCTIONAL CLASS Principal Arterial	NHS STATUS NHS	REGION Southwest	DATE FORM REVISED	REVISION NO
BEGIN KP _____ MP _____	END KP _____ MP _____	LENGTH KM _____ Miles _____	PAVING LENGTH Lane KM _____ Lane Miles _____	Need for Right-of-Way? ____ Yes ____ No <input checked="" type="checkbox"/> Undetermined		

STATEMENT OF DEFICIENCY OR BENEFIT:	Is this deficiency addressed in the 20 year System Plan? Yes No
-------------------------------------	---

Reduced risk of incidents on the bridges. Reduced risk and congestion to the other drivers due to real-time notification of potential incident via highway advisory radio (HAR), highway advisory telephone (HAT), and variable message signs (VMS).

ROADWAY GEOMETRIC DATA	EXISTING	PROPOSED	STANDARDS	Design Year Date _____	
TOTAL NO THROUGH LANES					
NO LANES THIS PROPOSAL					
LANE WIDTH ft/meter	/	/	/	CURRENT (1995) ADT: <u>3400-7600</u>	DESIGN YEAR _____
SHOULDER WIDTH LT. ft/meter	/	/	/	TRUCK %: <u>12</u>	_____
SHOULDER WIDTH RT ft/meter	/	/	/		
ROADWAY WIDTH ft/meter	/	/	/		
AUX LANE LENGTH miles/KM	/	/	/		
AUX LANE WIDTH ft/meter	/	/	/	Eligible for Federal Aid	X-Yes -No
MEDIAN WIDTH ft/meter	/	/	/	Other Partner?	-Yes -No

## PROPOSED STRATEGY

PIN	C%	Sub-Program/Category SR: Begin to End MP	Description
		SR Begin MP End MP	<p>This project will implement overheight and overweight detection systems eastbound and westbound on the Washington side of the bridges at Cascade Locks (mile post 41.6). Hood River (mile post 65.1). and the Dalles (mile post 83.5 and integrate with the Southwest Region Communications Network.</p> <p>The overheight and overweight system consists of a detector subsystem, an operator warning subsystem, a communications subsystem, and a controller subsystem. Upon detection of an overheight or overweight situation, the CVO operator will be notified not to proceed over the bridge and which action to take. A message is sent to the Vancouver TOC of the potential situation for appropriate monitoring. Information about potential overheight and overweight violations are shared between the Portland and Vancouver TOCs.</p> <p>Project Cost Estimate \$840,000 Maintenance Cost (5 years) 40,000</p>

REGIONAL ADMINISTRATOR	DATE
OSC DESIGN CONCURRENCE	DATE
SERVICE CENTER COMMENTS	
OSC PROGRAM MANAGEMENT APPROVAL	DATE



# Project Prospectus

MN	SR SR 82	TITLE(WIN) <b>TRI-CITIES AREA PORT OF ENTRY UPGRADE</b>																																																																										
	PIN	FUNCTIONAL CLASS Interstate	NHS STATUS NHS	REGION South Central	DATE FORM REVISED	REVISION NO																																																																						
BEGIN KP _____ MP _____		END KP _____ MP _____	LENGTH, KM _____ Miles _____	PAVING LENGTH Lane KM _____ Lane Miles _____	Need for Right-of-Way? ____Yes__ No <input checked="" type="checkbox"/> Undetermined																																																																							
STATEMENT OF DEFICIENCY OR BENEFIT:			Is this deficiency addressed in the 20 year System Plan? Yes No																																																																									
Reduced risk of incidents on the bridges. Reduced risk and congestion to the other drivers due to real-time notification of potential incident via highway advisory radio (HAR), highway advisory telephone (HAT), and variable message signs (VMS).																																																																												
<table border="1"><thead><tr><th>ROADWAY GEOMETRIC DATA</th><th>EXISTING</th><th>PROPOSED</th><th>STANDARDS</th><th colspan="3">Design Year Date _____</th></tr></thead><tbody><tr><td>TOTAL NO THROUGH LANES</td><td></td><td></td><td></td><td colspan="3"></td></tr><tr><td>NO LANES THIS PROPOSAL</td><td></td><td></td><td></td><td colspan="3"></td></tr><tr><td>LANE WIDTH ft/meter</td><td>/</td><td>/</td><td>/</td><td>CURRENT (1995) ADT: <u>12,000</u></td><td colspan="2">DESIGN YEAR _____</td></tr><tr><td>SHOULDER WIDTH LT ft/meter</td><td>/</td><td>/</td><td>/</td><td>TRUCK %: <u>15 (est.)</u></td><td colspan="2">_____</td></tr><tr><td>SHOULDER WIDTH RT ft/meter</td><td>/</td><td>/</td><td>/</td><td colspan="3"></td></tr><tr><td>ROADWAY WIDTH ft/meter</td><td>/</td><td>/</td><td>/</td><td colspan="3"></td></tr><tr><td>AVG LANE LENGTH miles/KM</td><td>/</td><td>/</td><td>/</td><td colspan="3">Eligible for Federal Aid <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</td></tr><tr><td>AVG LANE WIDTH ft/meter</td><td>/</td><td>/</td><td>/</td><td colspan="3">Other Partner? <input type="checkbox"/>Yes <input type="checkbox"/>No</td></tr><tr><td>MEDIAN WIDTH ft/meter</td><td>/</td><td>/</td><td>/</td><td colspan="3"></td></tr></tbody></table>							ROADWAY GEOMETRIC DATA	EXISTING	PROPOSED	STANDARDS	Design Year Date _____			TOTAL NO THROUGH LANES							NO LANES THIS PROPOSAL							LANE WIDTH ft/meter	/	/	/	CURRENT (1995) ADT: <u>12,000</u>	DESIGN YEAR _____		SHOULDER WIDTH LT ft/meter	/	/	/	TRUCK %: <u>15 (est.)</u>	_____		SHOULDER WIDTH RT ft/meter	/	/	/				ROADWAY WIDTH ft/meter	/	/	/				AVG LANE LENGTH miles/KM	/	/	/	Eligible for Federal Aid <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			AVG LANE WIDTH ft/meter	/	/	/	Other Partner? <input type="checkbox"/> Yes <input type="checkbox"/> No			MEDIAN WIDTH ft/meter	/	/	/			
ROADWAY GEOMETRIC DATA	EXISTING	PROPOSED	STANDARDS	Design Year Date _____																																																																								
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PROPOSED STRATEGY																																																																												
PIN	%	Sub-Program/Category SR: Begin to End MP	Description																																																																									
		SR Begin MP End MP	This project will upgrade the Washington Port of Entry (POE) in the Tri-Cities (Pasco, Kennewick, and Richland) area with the following capabilities: mainline pre-clearance; automatic classification: weigh-in-motion; overheight detectors; VMS; database management to streamline commercial vehicle operation (CVO) processing; VISION systems; and communications equipment. The POE will be compatible with the Oregon and Idaho Port of Entries, and will be integrated with the South Central Region communications network.																																																																									
			Project Cost Estimate \$1,615,000 Maintenance Cost (5 years) Not applicable																																																																									
REGIONAL ADMINISTRATOR _____ DATE _____																																																																												
DSC DESIGN CONCURRENCE _____ DATE _____																																																																												
SERVICE CENTER COMMENTS																																																																												
DSC PROGRAM MANAGEMENT APPROVAL _____ DATE _____																																																																												

## PROJECT PROSPECTUS

SEE INSTRUCTIONS ON PAGE 2

					KEY ID#	
PROJECT TITLE <b>PORTLAND I-84 CORRIDOR TRAFFIC OPERATIONS CENTER (TMOC) EXPANSION</b>					REGION MAINTENANCE DISTRICT	
STATE HIGHWAY # I-84		HIGHWAY NAME			MILEPOST FROM Portland TO Idaho LENGTH (km)	
<input checked="" type="checkbox"/> URBAN <input checked="" type="checkbox"/> RURAL		CITY		COUNTY	ROAD/STREET NAME	
ROUTE #		NHS <input checked="" type="checkbox"/> YES NO	HPMS	FC	APPLICANT (IF OTHER THAN STATE)	
U S CONGRESSIONAL DISTRICT			STATE SENATE DISTRICT		STATE REPRESENTATIVE DISTRICT	
COST ESTIMATES (000's)			PROJECT DATE		RIGHT OF WAY	
PRELIMINARY ENGINEERING		\$	GRADING		FILES	(#)
RIGHT OF WAY		\$	PAVING		HECTARES	(#)
ROADWAY		\$	STRUCTURES		RELOCATIONS	(#)
STRUCTURES		\$	SIGNING		STATE/CONSULTANT/APPLICANT	
SIGNALS		SIGNALS		PRELIMINARY ENGINEERING (S,C,A)		
ILLUMINATION		\$	ILLUMINATION		CONSTRUCTION ENGINEERING (S, C, A)	
TEMPORARY		\$	MAINTENANCE COST FOR 5 YEARS (000)		\$200	RIGHT OF WAY DESCRIPTIONS (S,C,A)
		\$	ENVIRONMENTAL CLASS (1,2,3)			RIGHT OF WAY ACQUISITIONS (S,C,A)
ENGINEERING		\$	DESIGN CATEGORY (1-7)		CONSTRUCTION BY	
TOTAL CONSTRUCTION		\$	WORK TYPE (1-12)		CONTRACT STATE FORCE OTHER	
TOTAL ESTIMATE		\$1,255			CITY FORCE	
RECOMMENDED LET DATE STATE SENATE DISTRICT			(QUARTER/YEAR)	RECOMMENDED FUND SOURCE	(P.E.)	(R/W) (CONST)
RECOMMENDED PROGRAM REVISIONS						
<input type="checkbox"/> POSTPONE <input type="checkbox"/> CANCEL		SECTION			FUNDS	CUR YR ESTIMATE (000'S)
<input type="checkbox"/> POSTPONE <input type="checkbox"/> CANCEL		SECTION			FUNDS	CUR YR ESTIMATE (000'S)
ITEM	EXISTING	PROPOSED	DEFINE THE PROBLEM.			
TRAVEL LANES (#)						
STRUCTURES (#)						
SIGNALS (#)						
BIKEWAY (Y/N)			PROPOSED SOLUTION ATTACH SKETCH MAP			
AVERAGE			This project integrates the I-84 infrastructure into the Portland Traffic Management Operations Center (TMOC) and also links the system with the overall communications infrastructure Part of this project will be the installation of workstations at the Oregon DOT and State Police district offices in the Dalles, Pendleton, LaGrande, Baker City, Ontario, Hermiston, and Troutdale Existing field devices, not part of the Oregon I-84 communications Network project, will be integrated as part of this project			
YEAR OF AVERAGE						
THROUGHWAY						
REQUESTED REGION MANAGER			DATE	TRANS COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

# PROJECT PROSPECTUS

Portland I-84 Corridor, TMCC  
Expansion Project, Cont'd.

		KEY ID#
SECTION	REGION	MAINTENANCE DISTRICT
<b>PROJECT JUSTIFICATION</b>		
<p>All devices along I-84 (Oregon) will be integrated. The WSDOT Southwest Region (Vancouver) Communication Network, the WSDOT South Central Region (Yakima) District Communication Network, and the I-84 (Idaho) Communications Network will be linked. Traffic status and control, weather, and road conditions will be real-time. Travelers will benefit from real-time road and traffic information on I-84, SR-14, and I-82.</p>		
<b>ADDITIONAL INFORMATION FOR PROJECTS REQUESTED BY LOCAL JURISDICTIONS</b>		

RESPONSIBLE OFFICE TO BE CONTACTED FOR THE FOLLOWING ACTIVITIES:

1. PUBLIC HEARING/CITIZED	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)
2. ENVIRONMENTAL	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)
1. PRE-ENGINEERING	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)

THIS OFFICIAL REQUEST IS FROM:

THE CITY OF :	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)
BY:	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)
BY:	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)

<b>ADMINISTRATION RECOMMENDATIONS</b>



## PROJECT PROSPECTUS

## PART 2 -- PROJECT DETAILS

KEY ID #

NOTE: ATTACH DESCRIPTION AND SKETCH

SECTION	REGION
---------	--------

ENTER: S---STATE C---CONSULTANT  
A---APPLICANT

## PERMITS AND DOCUMENTS

STATE CLEARING HOUSE	SIGNS (PERMANENT)	STORM SEWER	AIRPORT CLEARANCE	WETLANDS
CITIZEN'S ADVISORY COMM.	STRIPING (PERMANENT)	LANDSCAPING	LAND USE ACTIONS AND PERMITS	ENDANGERED SPECIES
PHOTOGRAMMETRY	PROJECT SIGNING	IRRIGATION	FLOOD PLAIN	HAZMAT
RECONNAISSANCE SURVEY	DETOUR	BORROW SOURCE	BUILDING	HISTORIC RESOURCE
PUBLIC HEARING	ILLUMINATION	MATERIALS SOURCE	CORPS OF ENGRS. I DSL REMOVAL /FILL	AIR CONFORMITY STUDY
FIELD SURVEY	RR CROSSING	DISPOSAL SITE	COAST GUARD	DEQ NON-POINT SOURCE WATER
VICINITY MAP	RR PROTECTION	LOCAL AGREEMENT	GEOLOGY AND MINERALS	ARCHAEOLOGICAL SURVEY
SOILS / GEOTECH INVESTIGATION	RR SEPARATION	SENSITIVE LAND	SIGNALS	NOISE STUDY
HYDRAULIC STUDY	RR ENCROACHMENT	VALUE ENGINEERING	OLD (#) NEW (#)	SECTION 4(F)
RIGHT - OF - WAY		SURPLUS PROPERTY	UTILITIES	(LIST BELOW)
RIGHT OF WAY LIAISON	EASEMENTS	ACCESS CONTROL (Y/N) CURRENT PROPOSED:		COMPANIES
ACQUISITIONS		RELOCATIONS		
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)	
N/A	N/A	N/A	N/A	
DESIGN STANDARDS		DESIGN SPEED	EXCEPTION WIN)	

## TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER BIKE LANE	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER BIKE LANE	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
-----------	-----------	-----------	---------	--------------------	--------	--------	--------	--------	--------	--------	--------	--------------------	---------	-----------	-----------	-----------

## EXISTING

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

## PROPOSED

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

## SUGGESTED BASE DESIGN,

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

## SUGGESTED BRIDGE DESIGN

STRUCTURE	LENGTH (FT.)(m)	WIDTH (FT.)(m)	COST	STRUCTURE	LENGTH (FT.)(m)	WIDTH (FT.)(m)	COST
Br 1				Br 5			
Br 2				Br 6			
Br 3				APPROVED, LOCATION ENGINEER			DATE
Br 4				REVISION APPROVED			DATE

**PROJECT PROSPECTUS**  
**Part 3 Project Environmental Classification**

		Key ID#	
Section	Bridge No.	Region	County

1) ESTIMATED RIGHT OF WAY IMPACT INCLUDING EASEMENTS, NUMBER OF PARCELS, ACREAGE, AND IMPROVEMENTS

**None - will be located in existing operations center in Region 1.**

2) ESTIMATED TRAFFIC VOLUME, FLOW PATTENRS, AND SAFETY IMPACTS (INCLUDING CONSTRUCTION IMPACTS, DETOURS, ETC)

**None**

3) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS

**None**

4) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS

**None**

5) ESTIMATED BIOLOGICAL AND THREATENED &amp; ENDANGERED SPECIES IMPACTS

**None**

6) ESTIMATED ARCHEOLOGICAL AND HISTORICAL IMPACTS

**None**

7) ESTIMATED PARK AND VISUAL IMPACTS

**None**

8) ESTIMATED AIR, NOISE, AND ENERGY IMPACTS

**None**

9) ESTIMATED HAZMAT IMPACTS

**None**

10) PRELIMINARY IDENTIFICATION OF POTENTIAL AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

**None**

RECOMMENDED PROJECT CLASSIFICATION			
<input type="checkbox"/> CLASS 1 DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT		<input type="checkbox"/> RECONNAISSANCE	
<input type="checkbox"/> CLASS 2 CATEGORICAL EXCLUSION		<input type="checkbox"/> PROGRAMMATIC CATEGORICAL EXCLUSION	
<input type="checkbox"/> CLASS 3 ENVIRONMENTAL ASSESSMENT & REVISED ENVIRONMENTAL ASSESSMENT			
PREPARED BY		FHWA OR STATE OFFICIAL APPROVAL	
DATE	TELEPHONE NUMBER	DATE	TELEPHONE NUMBER

Project (Name of Project)

Key NO.

## LAND USE / PLANNING (Cont.)

List zoning designations being impacted

None

Region Planner's opinion on conformance (If not, why):

TPR

LCDC Goals

Comp. Plan (county / city or both)

## SECTION 4(f) POTENTIAL

☐ YES ☒ NO ☐ UNK Parks, wildlife refuges, historic buildings, recreational areas, etc. impacted?

## SECTION 6(f) POTENTIAL

☐ YES ☒ NO ☐ UNK Land & Water Conservation Funds used to acquire parks, etc.?

## SOCIOECONOMICS

☐ YES ☒ NO ☐ UNK Do building displacements appear key to economy / neighborhood?

Number of displacements: 0

General use of land: Residential ☐ Commercial ☐ Farmland ☐ Range ☐ Public ☐ Other (explain)Estimate of number of people living / working adjacent to project: 0 - 30 ☐ 31 - 100 ☐ 100 ☐Observed racial / ethnic backgrounds living / working in area: Caucasian ☐ Black ☐ Asian ☐ Mexican - American ☐ Native American ☐Were MANY OF FOLLOWING OBSERVED: Elderly ☐ Many children ☐ Disabled ☐

## VISUAL

☐ YES ☒ NO ☐ UNK Designated Scenic Highway?☐ YES ☒ NO ☐ UNK Oregon Forest Practices Act restrictions apply?☐ YES ☒ NO ☐ UNK Major cut / fills?☐ YES ☒ NO ☐ UNK Bridges or large retaining walls anticipated?☐ YES ☒ NO ☐ UNK Any rivers on Oregon Scenic Waterway listing?☐ YES ☒ NO ☐ UNK Any rivers on the Federal Wild and Scenic River Listing?

## WATERWAYS / WATER QUALITY

☐ YES ☒ NO ☐ UNK Within FEMA 100 year flood plain?☐ YES ☒ NO ☐ UNK Within FEMA regulated floodway?☐ YES ☒ NO ☐ UNK Water quality limited stream impacted?☐ YES ☒ NO ☐ UNK Any active wells impacted?☐ YES ☒ NO ☐ UNK Projected ADT of 30,000 or greater?☐ YES ☒ NO ☐ UNK Navigable waterway?☐ YES ☒ NO ☐ UNK Is stream on ODFW Rivers Information System database?☐ YES ☒ NO ☐ UNK Any irrigation districts impacted?

If streams affected, what is the fisheries stream classification?

## WETLANDS

☐ YES ☒ NO ☐ UNK National wetlands inventory maps indicate any potential concerns?☐ YES ☒ NO ☐ UNK Soil conservation maps indicate hydric soils in project area?☐ YES ☒ NO ☐ UNK Local Comprehensive Plan show any wetlands as protected resources?☐ YES ☒ NO ☐ UNK Riparian or wetland vegetation evident from visual inspection?

## PERMITS

☐ YES ☐ NO US Corps of Engineers Section 404/DSL Removal and Fill☐ YES ☐ NO DEQ Indirect Source (Air)☐ YES ☐ NO PUC (railroad)☐ YES ☐ NO DOGAMI☐ YES ☐ NO Coast Guard☐ YES ☐ NO National Pollutant Discharge Elimination System (NPDES)☐ YES ☐ NO Other

## CLEARANCES

☐ YES ☐ NO State and / or federal Endangered Species Act☐ YES ☐ NO State Historic Preservation Office (Historic)☐ YES ☐ NO State Historic Preservation Office (Archneological)☐ YES ☐ NO FHWA Noise☐ YES ☐ NO Air Conformity☐ YES ☐ NO DEQ Commercial / Industrial Noise☐ YES ☐ NO Hazmat Clearance☐ YES ☐ NO Erosion Control

Prepared By

Phone Number

Date

## PROJECT PROSPECTUS

SEE INSTRUCTIONS ON PAGE 2

						KEY ID#					
PROJECT TITLE OREGON I-84 COMMUNICATIONS NETWORK INTEGRATION						REGION		MAINTENANCE DISTRICT			
STATE HIGHWAY # I-84		HIGHWAY NAME				MILEPOST FROM Portland to Idaho		LENGTH (km)			
<input checked="" type="checkbox"/> URBAN <input checked="" type="checkbox"/> RURAL		CITY		COUNTY		ROAD/STREET NAME					
ROUTE #		NHS <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		HPMS		FC		APPLICANT (IF OTHER THAN STATE)			
U.S. CONGRESSIONAL DISTRICT				STATE SENATE DISTRICT			STATE REPRESENTATIVE DISTRICT				
COST ESTIMATES (000's)				PROJECT DATE			RIGHT OF WAY				
PRELIMINARY ENGINEERING		\$		GRADING				FILES (#)			
RIGHT OF WAY		\$		PAVING				HECTARES (#)			
ROADWAY		\$		STRUCTURES				RELOCATIONS (#)			
STRUCTURES		\$		SIGNING				WORK BY STATE/CONSULTANT/APPLICANT			
SIGNALS		\$		SIGNALS				PRELIMINARY ENGINEERING (S,C,A)			
ILLUMINATION		\$		ILLUMINATION				CONSTRUCTION ENGINEERING (S,C,A)			
TEMPORARY		\$		MAINTENANCE COST FOR 5 YEARS (000)		\$125		RIGHT OF WAY DESCRIPTIONS (S,C,A)			
		\$		ENVIRONMENTAL CLASS (1,2,3)				RIGHT OF WAY ACQUISITIONS (S,C,A)			
ENGINEERING		\$		DESIGN CATEGORY (1-7)				CONSTRUCTION BY			
TOTAL CONSTRUCTION		\$		WORK TYPE (1-12)				<input type="checkbox"/> CONTRACT <input type="checkbox"/> OTHER <input type="checkbox"/> STATE FORCE <input type="checkbox"/> CITY FORCE			
TOTAL ESTIMATE		\$3,125									
RECOMMENDED LET DATE STATE SENATE DISTRICT				(QUARTER/YEAR)		RECOMMENDED FUND SOURCE (P.E.)		(R/W) (CONST)			
RECOMMENDED PROGRAM REVISIONS											
<input type="checkbox"/> POSTPONE <input type="checkbox"/> CANCEL		SECTION				FUNDS		CUR YR ESTIMATE (000's)			
<input type="checkbox"/> POSTPONE <input type="checkbox"/> CANCEL		SECTION				FUNDS		CUR YR ESTIMATE (000's)			
ITEM		EXISTING		PROPOSED		DEFINE THE PROBLEM					
TRAVEL LANES (#)											
STRUCTURES (#)											
SIGNALS (#)											
BIKEWAY (Y/N)											
AVERAGE						PROPOSED SOLUTION ATTACH SKETCH MAP The purpose of this project will be to install the main communications trunk for the corridor and, to integrate I-84 devices, Road, Weather, Information Systems (RWIS) stations, overweight sensors, SHRP sites, and variable message signs (VMS) into the communications infrastructure. This should be done in conjunction with the Portland TMOC Expansion project or combined with it					
YEAR OF AVERAGE											
THROUGHWAY											
REQUESTED, REGION MANAGER						DATE		TRANS COMM APPROVAL DATE		PROGRAM YEAR FUNDING	

# PROJECT PROSPECTUS

Oregon I-84 Communications  
Network Project, Cont'd.

		KEY ID#
SECTION	REGION	MAINTENANCE DISTRICT
<b>PROJECT JUSTIFICATION</b>		
<p>All devices along I-84 (Oregon) will be integrated. The WSDOT Southwest Region (Vancouver) Communication Network, the WSDOT South Central Region (Yakima) District Communication Network, and the I-84 (Idaho) Communications Network will be linked. Traffic status and control, weather, and road conditions will be real-time. Travelers will benefit from real-time road and traffic information on I, SR-14, and I-82.</p>		
<b>ADDITIONAL INFORMATION FOR PROJECTS REQUESTED BY LOCAL JURISDICTIONS</b>		

RESPONSIBLE OFFICE TO BE CONTACTED FOR THE FOLLOWING ACTIVITIES:

1. PUBLIC HEARING/CITIZED	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)
2. ENVIRONMENTAL	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)
1. PRE-ENGINEERING	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)

THIS OFFICIAL REQUEST IS FROM:

THE CITY OF :	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)
BY:	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)
BY:	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)

<b>ADMINISTRATION RECOMMENDATIONS</b>



## PROJECT PROSPECTUS

I-84 . 5

## PART 2 -- PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH

KEY ID #

SECTION

REGION

 ENTER: S---STATE C---CONSULTANT  
 A---APPLICANT

## PERMITS AND DOCUMENTS

STATE CLEARING HOUSE	SIGNS (PERMANENT)	STORM SEWER	AIRPORT CLEARANCE	WETLANDS
CITIZEN'S ADVISORY COMM.	STRIPING (PERMANENT)	LANDSCAPING	LAND USE ACTIONS AND PERMITS	ENDANGERED SPECIES
PHOTOGRAMMETRY	PROJECT SIGNING	IRRIGATION	FLOOD PLAIN	HAZMAT
RECONNAISSANCE SURVEY	DETOUR	BORROW SOURCE	BUILDING	HISTORIC RESOURCE
PUBLIC HEARING	ILLUMINATION	MATERIALS SOURCE	CORPS OF ENGRS. / DSL REMOVAL /FILL	AIR CONFORMITY STUDY
FIELD SURVEY	RR CROSSING	DISPOSAL SITE	COAST GUARD	DEQ NON-POINT SOURCE WATER
VICINITY MAP	RR PROTECTION	LOCAL AGREEMENT	GEOLOGY AND MINERALS	ARCHAEOLOGICAL SURVEY
SOILS / GEOTECH INVESTIGATION	RR SEPARATION	SENSITIVE LAND	SIGNALS	NOISE STUDY
HYDRAULIC STUDY	RR ENCROACHMENT	VALUE ENGINEERING	OLD (#) NEW (#)	SECTION 4(F)
RIGHT - OF - WAY		SURPLUS PROPERTY	UTILITIES	(LIST BELOW)

RIGHT OF WAY LIAISON	EASEMENTS	ACCESS CONTROL (Y/N) CURRENT PROPOSED:		COMPANIES Electrical Service providers	
ACQUISITIONS		RELOCATIONS			
SIMPLE (#) N/A	COMPLEX (#) N/A	BUSINESS (#) N/A	RESIDENTIAL (#) N/A	DESIGN STANDARDS	DESIGN SPEED
				EXCEPTION (Y/N)	

## TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER BIKE LANE	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER BIKE LANE	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
PROPOSED																

## SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

## SUGGESTED BRIDGE DESIGN

STRUCTURE	LENGTH (FT.)(m)	WIDTH (FT.)(m)	COST	STRUCTURE	LENGTH (FT.)(m)	WIDTH (FT.)(m)	COST
Br 1				Br 5			
Br 2				Br 6			
Br 3				APPROVED, LOCATION ENGINEER			
Br 4				REVISION APPROVED			
				DATE			
				DATE			

PROJECT PROSPECTUS  
Part 3 Project Environmental Classification

		Key ID#	
Section	Bridge No.	Region	County

1) ESTIMATED RIGHT OF WAY IMPACT INCLUDING EASEMENTS, NUMBER OF PARCELS, ACREAGE, AND IMPROVEMENTS

None - within existing rights-of-way

2) ESTIMATED TRAFFIC VOLUME, FLOW PATTENRS, AND SAFETY IMPACTS (INCLUDING CONSTRUCTION IMPACTS, DETOURS, ETC)

Some work expected near raodway shoulders to upgrade and integrate existing field equipment.

3) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS

None

4) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS

None

5) ESTIMATED BIOLOGICAL AND THEATENED & ENDANGERED SPECIES IMPACTS

None

6) ESTIMATED ARCHEOLOGICAL AND HISTORICAL IMPACTS

None

7) ESTIMATED PARK AND VISUAL IMPACTS

None

8) ESTIMATED AIR, NOISE, AND ENERGY IMPACTS

None

9) ESTIMATED HAZMAT IMPACTS

None

10) PRELIMINARY IDENTIFICATION OF POTENTIAL AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION	
<input type="checkbox"/> CLASS 1 DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT	<input type="checkbox"/> RECONNAISSANCE
<input type="checkbox"/> CLASS 2 CATEGORICAL EXCLUSION	<input type="checkbox"/> PROGRAMMATIC CATEGORICAL EXCLUSION
<input type="checkbox"/> CLASS 3 ENVIONMENTAL ASSESSMENT & REVISED ENVIRONMENTAL ASSESSMENT	
PREPARED BY	FHWA OR STATE OFFICIAL APPROVAL

DATE

TELEPHONE NUMBER

DATE

TELEPHONE NUMBER

REGION ENVIRONMENTAL CHECKLIST  
ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION)

-84

icati 5

Project (Name of Project) \_\_\_\_\_

Key NO \_\_\_\_\_

**Instructions:**

This checklist should be completed and attached to the Part 3. It will provide information to assist in appropriately classifying projects. A "Yes" answer indicates areas of concern, a "No" answer indicates no concerns, and UNK indicates that you didn't check that area. The primary intent of the checklist is to ensure these items have been considered, and were appropriately researched. When something of potential impact is found, explain in the appropriate section of the Part 3. If you have any questions, please call (503) 963-3477. The receptionist will transfer you to the appropriate resource person for assistance.

**AIR**

- ☐ YES ☒ NO ☐ UNK Is project in an air quality non-attainment area: ☐ CO ☐ OZONE ☐ PM10
- ☒ YES ☐ NO ☐ UNK Is project missing from: ☒ STIP ☐ TP ☐ TIP \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Does the project involve adding lanes, signalization, channelization, and / or alignment changes? \_\_\_\_\_

**ARCHAEOLOGY**

- ☐ YES ☒ NO ☐ UNK Are archaeologically sensitive areas potentially affected (confluence of rivers, headlands, coves, overlooks, etc.)? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Do local city / county Comprehensive Plans indicate potential Goal 5 resources? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local USFS or BLM archaeologist indicate any problems? \_\_\_\_\_

Extent and cause of previous ground disturbance (minor, major)? \_\_\_\_\_

**BIOLOGY**

- Please provide: USGS Quad Name \_\_\_\_\_ Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local ODFW (District Fish / Game / Habitat / Non-game biologists) indicate any problems? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Any local knowledge of T&E or sensitive species in area? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local BLM or USFS biologists indicate any problems? \_\_\_\_\_

What are the results from a Natural Heritage Data Base check? \_\_\_\_\_

Confirmed ODFW in-water preferred work periods for project area? (List if applicable) \_\_\_\_\_

List any streams impacted by project \_\_\_\_\_

**ENERGY**

- ☐ YES ☐ NO ☒ UNK Does project affect energy use due to traffic patterns / volumes changes? \_\_\_\_\_

**GEOLOGY**

- ☐ YES ☐ NO ☒ UNK Discussions with Region geologist indicate any major concerns? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Drilling / exploration anticipated? \_\_\_\_\_

**HAZARDOUS MATERIALS**

- ☐ YES ☐ NO ☒ UNK Does contact with local DEQ office indicate any concerns? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with State Fire Marshal's office indicate any concern? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local fire department indicate and concerns? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with PUC indicate any highway spills? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK R/W acquisition impacts gas stations / repair shops / industrial sites / landfills? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Ground disturbance anticipated (excavation / drilling etc.) near known hazmat sites? \_\_\_\_\_

Checked DEQ lists: ☐ UST ☐ Release incident ☐ RCRA ☐ Solid Waste ☐ TSD ☐ Leaking UST ☐ Confirmed release  
(List any occurrence on above lists) \_\_\_\_\_

**HISTORICAL**

- ☐ YES ☐ NO ☒ UNK Does city / county comp plan list any impacted buildings / items as Goal 5 resources? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Any impacted sites on / nominated / listed as eligible for National Register? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with city / county Historical Society indicate potential resources? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Any impacted buildings thought to be 50 years or older? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Any apparent / unique / suspect structures of possible historical interest? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Historic district / trails / bridges? \_\_\_\_\_

**NOISE**

- ☐ YES ☒ NO ☐ UNK Any shift in horizontal or vertical alignment? Amount of Horizontal \_\_\_\_\_ ft. Vertical \_\_\_\_\_ ft.
- ☐ YES ☒ NO ☐ UNK Does project increase the number of travel lanes? Existing number of lanes \_\_\_\_\_ Proposed number of \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Any known noise problems / complaints? \_\_\_\_\_

Approximate number of buildings / activity areas within 200 feet of proposed R/W line: \_\_\_\_\_

Commercial \_\_\_\_\_ Industrial \_\_\_\_\_ Public \_\_\_\_\_

Residences \_\_\_\_\_ Schools \_\_\_\_\_ Churches \_\_\_\_\_ Parks \_\_\_\_\_

**LAND USE / PLANNING**

- ☐ YES ☒ NO ☐ UNK Project not identified in local transportation improvement plan? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local jurisdiction planning department indicate any concerns? \_\_\_\_\_
- ☒ YES ☐ NO ☐ UNK Is project outside of UGB? \_\_\_\_\_
- ☒ YES ☐ NO ☐ UNK Does project cross or touch UGB? Project crosses several UGBs along corridor
- ☐ YES ☒ NO ☐ UNK Does Coastal Zone Management Act apply? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Is it zoned forest or EFU? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK are there other protected resources (ie, estuary, wetland, greenways, etc.)? If yes, list \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local SCS indicate "High Value" farmland concerns? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Farmland Conversion impact Rating applicable? \_\_\_\_\_

Project (Name of Project)

Key NO

I-84 Communications Integration

## LAND USE / PLANNING (Cont.)

List zoning designations being impacted \_\_\_\_\_

Region Planner's opinion on conformance (If not, why): \_\_\_\_\_

TPR \_\_\_\_\_

LCDC Goals \_\_\_\_\_

Comp. Plan (county / city or both) \_\_\_\_\_

## SECTION 4(f) POTENTIAL

☐ YES ☒ NO ☐ UNK Parks, wildlife refuges, historic buildings, recreational areas, etc. impacted? \_\_\_\_\_

## SECTION 6(f) POTENTIAL

☐ YES ☒ NO ☐ UNK Land & Water Conservation Funds used to acquire parks, etc.? \_\_\_\_\_

## SOCIOECONOMICS

☐ YES ☒ NO ☐ UNK Do building displacements appear key to economy / neighborhood? \_\_\_\_\_Number of displacements: 0General use of land: Residential ☐ Commercial ☐ Farmland ☐ Range ☐ Public ☐ Other (explain) \_\_\_\_\_Estimate of number of people living / working adjacent to project: 0 - 30 ☐ 31 - 100 ☐ 100 ☐Observed racial / ethnic backgrounds living / working in area: Caucasians ☐ Black ☐ Asian ☐ Mexican - American / ☐ Native American ☐Were MANY OF FOLLOWING OBSERVED: Elderly ☐ Many children ☐ Disabled ☐

## VISUAL

☒ YES ☐ NO ☐ UNK Designated Scenic Highway? Includes Columbia River Gorge☐ YES ☐ NO ☒ UNK Oregon Forest Practices Act restrictions apply? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Major cut / fills? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Bridges or large retaining walls anticipated? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any rivers on Oregon Scenic Waterway listing? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any rivers on the Federal Wild and Scenic River Listing? \_\_\_\_\_

## WATERWAYS / WATER QUALITY

☐ YES ☐ NO ☒ UNK Within FEMA 100 year flood plain? \_\_\_\_\_☐ YES ☐ NO ☒ UNK Within FEMA regulated floodway? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Water quality limited stream impacted? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any active wells impacted? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Projected ADT of 30,000 or greater? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Navigable waterway? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Is stream on ODFW Rivers Information System database? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any irrigation districts impacted? \_\_\_\_\_

If streams affected, what is the fisheries stream classification? \_\_\_\_\_

## WETLANDS

☐ YES ☐ NO ☒ UNK National wetlands inventory maps indicate any potential concerns? \_\_\_\_\_☐ YES ☐ NO ☒ UNK Soil conservation maps indicate hydric soils in project area? \_\_\_\_\_☐ YES ☐ NO ☒ UNK Local Comprehensive Plan show any wetlands as protected resources? \_\_\_\_\_☐ YES ☐ NO ☒ UNK Riparian or wetland vegetation evident from visual inspection? \_\_\_\_\_

## PERMITS

☐ YES ☐ NO US Corps of Engineers Section 404/DSL Removal and Fill☐ YES ☐ NO DEQ Indirect Source (Air)☐ YES ☐ NO PUC (railroad)☐ YES ☐ NO DOGAMI☐ YES ☐ NO Coast Guard☐ YES ☐ NO National Pollutant Discharge Elimination System (NPDES)☐ YES ☐ NO Other \_\_\_\_\_

## CLEARANCES

☐ YES ☐ NO State and / or federal Endangered Species Act☐ YES ☐ NO State Historic Preservation Office (Historic)☐ YES ☐ NO State Historic Preservation Office (Archaeological)☐ YES ☐ NO FHWA Noise☐ YES ☐ NO Air Conformity☐ YES ☐ NO DEQ Commercial / Industrial Noise☐ YES ☐ NO Hazmat Clearance☐ YES ☐ NO Erosion Control

Prepared By \_\_\_\_\_

Phone Number \_\_\_\_\_

Date \_\_\_\_\_

## PROJECT PROSPECTUS

SEE INSTRUCTIONS ON PAGE 2

KEY ID#

PROJECT TITLE I-84 OREGON VARIABLE MESSAGE SIGN (VMS) DEPLOYMENT				REGION	MAINTENANCE DISTRICT
STATE HIGHWAY # <b>i-84</b>	HIGHWAY NAME		MILEPOST FROM <b>16</b> TO <b>306</b>	LENGTH (km)	
<input checked="" type="checkbox"/> URBAN <input checked="" type="checkbox"/> RURAL	CITY	COUNTY	ROAD/STREETNAME		
ROUTE #	NHS <input checked="" type="checkbox"/> YES <input checked="" type="checkbox"/> NO	IHPMS	IFC	APPLICANT (IF OTHER THAN STATE)	

U S CONGRESSIONAL DISTRICT		STATE SENATE DISTRICT		STATE REPRESENTATIVE DISTRICT	
COST ESTIMATES (000's)		PROJECT DATE		RIGHT OF WAY	
PRELIMINARY ENGINEERING	\$	GRADING		FILES	(#)
RIGHT OF WAY	\$	PAVING		HECTARES	(#)
ROADWAY	\$	STRUCTURES		RELOCATIONS	(#)
STRUCTURES	\$	SIGNING		STATE/CONSULTANT(APPLICANT)	
SIGNALS	\$	SIGNALS		PRELIMINARY ENGINEERING	(S.C.A)
ILLUMINATION	\$	ILLUMINATION		CONSTRUCTION ENGINEERING	(S.C.A)
TEMPORARY	\$	MAINTENANCE COST FOR 5 YEARS (000)	\$20	RIGHT OF WAY DESCRIPTIONS	(S.G.A)
	\$	ENVIRONMENTAL CLASS (1,2,3)		RIGHT OF WAY ACQUISITIONS	(S.C.A)
ENGINEERING \$		DESIGN CATEGORY (I-7)		CONSTRUCTION BY	
TOTAL CONSTRUCTION	\$	WORK TYPE (1-12)		CONTRACT STATE FORCE OTHER	
TOTAL ESTIMATE	\$385			CITY FORCE	

RECOMMENDED LET DATE  
STATE SENATE DISTRICT

(QUARTER/YEAR)

RECOMMENDED  
FUND SOURCE

(P E)

RW

(CONST)

## RECOMMENDED PROGRAM REVISIONS

<input type="checkbox"/> POSTPONE <input type="checkbox"/> CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000'S)	
<input type="checkbox"/> POSTPONE <input type="checkbox"/> CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000'S)	
ITEM	EXISTING	PROPOSED	DEFINE THE PROBLEM		
TRAVEL LANES (#)					
STRUCTURES (#)					
SIGNALS (#)					
BIKEWAY (Y/N)			PROPOSED SOLUTION ATTACH SKETCH MAP		
AVERAGE			The project will add variable message signs (VMS) to provide messages for weather, road conditions, rockfall, parking management, and recommended diversions. Integration of the new VMS signs into the communications infrastructure will be part of this project. Fourteen (14) new VMS signs are expected to be installed. Existing VMS will be integrated as part of the Oregon I-84 Communications Network Project.		
YEAR OF AVERAGE					
THROUGHWAY					
REQUESTED, REGION MANAGER	DATE		TRANS. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

# PROJECT PROSPECTUS

Oregon I-84 Communications  
Network Project, Cont'd.

		KEY ID#
SECTION	REGION	MAINTENANCE DISTRICT
<b>PROJECT JUSTIFICATION</b>		
Travelers will receive real-time traffic status, weather, road conditions to improve safety and reduce incidents.		
<b>ADDITIONAL INFORMATION FOR PROJECTS REQUESTED BY LOCAL JURISDICTIONS</b>		

RESPONSIBLE OFFICE TO BE CONTACTED FOR THE FOLLOWING ACTIVITIES:

1. PUBLIC HEARING/CITIZED	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)
2. ENVIRONMENTAL	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)
1. PRE-ENGINEERING	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)

THIS OFFICIAL REQUEST IS FROM:

THE CITY OF :	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)
BY:	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)
BY:	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)

<b>ADMINISTRATION RECOMMENDATIONS</b>



## PROJECT PROSPECTUS

I-84 . 5

## PART 2 -- PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH

SECTION

KEY ID #

REGION

 ENTER: S---STATE C---CONSULTANT  
 A---APPLICANT

## PERMITS AND DOCUMENTS

STATE CLEARING HOUSE		SIGNS (PERMANENT)		STORM SEWER		AIRPORT CLEARANCE		WETLANDS	
CITIZEN'S ADVISORY COMM.		STRIPING (PERMANENT)		LANDSCAPING		LAND USE ACTIONS AND PERMITS		ENDANGERED SPECIES	
PHOTOGRAMMETRY		PROJECT SIGNING		IRRIGATION		FLOOD PLAIN		HAZMAT	
RECONNAISSANCE SURVEY		DETOUR		BORROW SOURCE		BUILDING		HISTORIC RESOURCE	
PUBLIC HEARING		ILLUMINATION		MATERIALS SOURCE		CORPS OF ENGRS. / DSL REMOVAL /FILL		AIR CONFORMITY STUDY	
FIELD SURVEY		RR CROSSING		DISPOSAL SITE		COAST GUARD		DEQ NON-POINT SOURCE WATER	
VICINITY MAP		RR PROTECTION		LOCAL AGREEMENT		GEOLOGY AND MINERALS		ARCHAEOLOGICAL SURVEY	
SOILS / GEOTECH INVESTIGATION		RR SEPARATION		SENSITIVE LAND		SIGNALS		NOISE STUDY	
HYDRAULIC STUDY		RR ENCROACHMENT		VALUE ENGINEERING		OLD (#)		NEW (#)	
RIGHT - OF - WAY				SURPLUS PROPERTY		UTILITIES		(LIST BELOW)	

RIGHT OF WAY LIAISON		EASEMENTS		ACCESS CONTROL (Y/N)		COMPANIES		
				CURRENT	PROPOSED:	Electrical Service providers		
ACQUISITIONS			RELOCATIONS					
SIMPLE (#) N/A		COMPLEX (#) N/A		BUSINESS (#) N/A	RESIDENTIAL (#) N/A			
						DESIGN STANDARDS	DESIGN SPEED	EXCEPTION (Y/N)

## TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER BIKE LANE	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER BIKE LANE	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
-----------	-----------	-----------	---------	--------------------	--------	--------	--------	--------	--------	--------	--------	--------------------	---------	-----------	-----------	-----------

## EXISTING

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

## PROPOSED

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

## SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

## SUGGESTED BRIDGE DESIGN

STRUCTURE	LENGTH (FT.)(m)	WIDTH (FT.)(m)	COST	STRUCTURE	LENGTH (FT.)(m)	WIDTH (FT.)(m)	COST
Br 1				Br 5			
Br 2				Br 6			
Br 3				APPROVED, LOCATION ENGINEER			DATE
Br 4				REVISION APPROVED			DATE

PROJECT PROSPECTUS  
Part 3 Project Environmental Classification

		Key ID#	
Section	Bridge No.	Region	County

1) ESTIMATED RIGHT OF WAY IMPACT INCLUDING EASEMENTS, NUMBER OF PARCELS, ACREAGE, AND IMPROVEMENTS

None - within existing rights-of-way

2) ESTIMATED TRAFFIC VOLUME, FLOW PATTENRS, AND SAFETY IMPACTS (INCLUDING CONSTRUCTION IMPACTS, DETOURS, ETC)

Some traffic impacts and temporary road closure to erect sign bridge and VMS structures.

3) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS

None

4) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS

None

5) ESTIMATED BIOLOGICAL AND THEATENED & ENDANGERED SPECIES IMPACTS

None

6) ESTIMATED ARCHEOLOGICAL AND HISTORICAL IMPACTS

None

7) ESTIMATED PARK AND VISUAL IMPACTS

Signs and related equipment must conform to requirements of the Columbia River Gorge National Scenic Area.

8) ESTIMATED AIR, NOISE, AND ENERGY IMPACTS

None

9) ESTIMATED HAZMAT IMPACTS

None

10) PRELIMINARY IDENTIFICATION OF POTENTIAL AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION			
<input type="checkbox"/> CLASS 1 DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT		<input type="checkbox"/> RECONNAISSANCE	
<input type="checkbox"/> CLASS 2 CATEGORICAL EXCLUSION		<input type="checkbox"/> PROGRAMMATIC CATEGORICAL EXCLUSION	
<input type="checkbox"/> CLASS 3 ENVIONMENTAL ASSESSMENT & REVISED ENVIRONMENTAL ASSESSMENT			
PREPARED BY		FHWA OR STATE OFFICIAL APPROVAL	
DATE	TELEPHONE NUMBER	DATE	TELEPHONE NUMBER

# REGION ENVIRONMENTAL CHECKLIST ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION)

Project (Name of Project)

I-84 VMS

Key NO.

## Instructions:

This checklist should be completed and attached to the Part 3. It will provide information to assist in appropriately classifying projects. A "Yes" answer indicates areas of concern, a "No" answer indicates no concerns, and UNK indicates that you didn't check that area. The primary intent of the checklist is to ensure these items have been considered, and were appropriately researched. When something of potential impact is found, explain in the appropriate section of the Part 3. If you have any questions, please call (503) 963-3477. The receptionist will transfer you to the appropriate resource person for assistance.

## AIR

☐ YES ☒ NO ☐ UNK Is project in an air quality non-attainment area: ☐ CO ☐ OZONE ☐ PM10

☒ YES ☐ NO ☐ UNK Is project missing from: ☒ STIP ☐ TP ☐ TIP

☐ YES ☒ NO ☐ UNK Does the project involve adding lanes, signalization, channelization, and / or alignment changes?

## ARCHAEOLOGY

☐ YES ☒ NO ☐ UNK Are archaeologically sensitive areas potentially affected (confluence of rivers, headlands, coves, overlooks, etc.)?

☐ YES ☐ NO ☒ UNK Do local city / county Comprehensive Plans indicate potential Goal 5 resources?

☐ YES ☐ NO ☒ UNK Does contact with local USFS or BLM archaeologist indicate any problems?

Extent and cause of previous ground disturbance (minor, major)?

## BIOLOGY

Please provide: USGS Quad Name \_\_\_\_\_ Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_

☐ YES ☐ NO ☒ UNK Does contact with local ODFW (District Fish / Game / Habitat / Non-game biologists) indicate any problems?

☐ YES ☒ NO ☐ UNK Any local knowledge of T&E or sensitive species in area?

☐ YES ☐ NO ☒ UNK Does contact with local BLM or USFS biologists indicate any problems?

What are the results from a Natural Heritage Data Base check?

Confirmed ODFW in-water preferred work periods for project area? (List if applicable)

List any streams impacted by project

## ENERGY

☐ YES ☐ NO ☒ UNK Does project affect energy use due to traffic patterns / volumes changes?

## GEOLOGY

☐ YES ☐ NO ☒ UNK Discussions with Region geologist indicate any major concerns?

☒ YES ☐ NO ☐ UNK Drilling / exploration anticipated? Equipment foundations

## HAZARDOUS MATERIALS

☐ YES ☐ NO ☒ UNK Does contact with local DEQ office indicate any concerns?

☐ YES ☐ NO ☒ UNK Does contact with State Fire Marshal's office indicate any concern?

☐ YES ☐ NO ☒ UNK Does contact with local fire department indicate and concerns?

☐ YES ☐ NO ☒ UNK Does contact with PUC indicate any highway spills?

☐ YES ☒ NO ☐ UNK R/W acquisition impacts gas stations / repair shops / industrial sites / landfills?

☐ YES ☐ NO ☒ UNK Ground disturbance anticipated (excavation / drilling etc.) near known hazmat sites?

Checked DEQ lists: ☐ UST ☐ Release incident ☐ RCRA ☐ Solid Waste ☐ TSD ☐ Leaking UST ☐ Confirmed release

(List any occurrence on above lists)

## HISTORICAL

☐ YES ☐ NO ☒ UNK Does city / county comp plan list any impacted buildings / items as Goal 5 resources?

☐ YES ☐ NO ☒ UNK Any impacted sites on / nominated / listed as eligible for National Register?

☐ YES ☐ NO ☒ UNK Does contact with city / county Historical Society indicate potential resources?

☐ YES ☒ NO ☐ UNK Any impacted buildings thought to be 50 years or older?

☐ YES ☒ NO ☐ UNK Any apparent / unique / suspect structures of possible historical interest?

☐ YES ☒ NO ☐ UNK Historic district / trails / bridges?

## NOISE

☐ YES ☒ NO ☐ UNK Any shift in horizontal or vertical alignment? Amount of Horizontal \_\_\_\_\_ ft. Vertical \_\_\_\_\_ ft.

☐ YES ☒ NO ☐ UNK Does project increase the number of travel lanes? Existing number of lanes \_\_\_\_\_ Proposed number of \_\_\_\_\_

☐ YES ☒ NO ☐ UNK Any known noise problems / complaints?

Approximate number of buildings / activity areas within 200 feet of proposed R/W line:

Commercial \_\_\_\_\_ Industrial \_\_\_\_\_ Public \_\_\_\_\_

Residences \_\_\_\_\_ Schools \_\_\_\_\_ Churches \_\_\_\_\_ Parks \_\_\_\_\_

## LAND USE / PLANNING

☐ YES ☒ NO ☐ UNK Project not identified in local transportation improvement plan?

☐ YES ☐ NO ☒ UNK Does contact with local jurisdiction planning department indicate any concerns?

☒ YES ☐ NO ☐ UNK Is project outside of UGB?

☒ YES ☐ NO ☐ UNK Does project cross or touch UGB? Yes, some VMS may be located within UGB of cities along corridor.

☐ YES ☒ NO ☐ UNK Does Coastal Zone Management Act apply?

☐ YES ☒ NO ☐ UNK Is it zoned forest or EFU?

☐ YES ☒ NO ☐ UNK are there other protected resources (ie, estuary, wetland, greenways, etc.)? If yes, list \_\_\_\_\_

☐ YES ☐ NO ☒ UNK Does contact with local SCS indicate "High Value" farmland concerns?

☐ YES ☒ NO ☐ UNK Farmland Conversion impact Rating applicable?

## Part 3 Attachment, Page 2

Project (Name of Project) <b>I-84 VMS</b>	Key NO
--	--------

## LAND USE / PLANNING (Cont.)

List zoning designations being impacted \_\_\_\_\_

Region Planner's opinion on conformance (If not, why): \_\_\_\_\_

TPR \_\_\_\_\_

LCDC Goals \_\_\_\_\_

Comp. Plan (county / city or both) \_\_\_\_\_

## SECTION 4(f) POTENTIAL

☐ YES ☒ NO ☐ UNK Parks, wildlife refuges, historic buildings, recreational areas, etc. impacted? \_\_\_\_\_

## SECTION 6(f) POTENTIAL

☐ YES ☒ NO ☐ UNK Land & Water Conservation Funds used to acquire parks, etc.? \_\_\_\_\_

## SOCIOECONOMICS

☐ YES ☒ NO ☐ UNK Do building displacements appear key to economy / neighborhood? \_\_\_\_\_Number of displacements: 0General use of land: Residential ☐ Commercial ☐ Farmland ☐ Range ☐ Public ☐ Other (explain) \_\_\_\_\_Estimate of number of people living / working adjacent to project: 0 - 30 ☐ 31 - 100 ☐ 100 ☐Observed racial / ethnic backgrounds living / working in area: Caucasian ☐ Black ☐ Asian ☐ Mexican - American / ☐ Native American ☐Were MANY OF FOLLOWING OBSERVED: Elderly ☐ Many children ☐ Disabled ☐

## VISUAL

☒ YES ☐ NO ☐ UNK Designated Scenic Highway? Includes Columbia River Gorge☐ YES ☐ NO ☒ UNK Oregon Forest Practices Act restrictions apply? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Major cut / fills? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Bridges or large retaining walls anticipated? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any rivers on Oregon Scenic Waterway listing? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any rivers on the Federal Wild and Scenic River Listing? \_\_\_\_\_

## WATERWAYS / WATER QUALITY

☐ YES ☐ NO ☒ UNK Within FEMA 100 year flood plain? \_\_\_\_\_☐ YES ☐ NO ☒ UNK Within FEMA regulated floodway? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Water quality limited stream impacted? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any active wells impacted? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Projected ADT of 30,000 or greater? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Navigable waterway? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Is stream on ODFW Rivers Information System database? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any irrigation districts impacted? \_\_\_\_\_

If streams affected, what is the fisheries stream classification? \_\_\_\_\_

## WETLANDS

☐ YES ☐ NO ☒ UNK National wetlands inventory maps indicate any potential concerns? \_\_\_\_\_☐ YES ☐ NO ☒ UNK Soil conservation maps indicate hydric soils in project area? \_\_\_\_\_☐ YES ☐ NO ☒ UNK Local Comprehensive Plan show any wetlands as protected resources? \_\_\_\_\_☐ YES ☐ NO ☒ UNK Riparian or wetland vegetation evident from visual inspection? \_\_\_\_\_

## PERMITS

☐ YES ☐ NO US Corps of Engineers Section 404/DSL Removal and Fill☐ YES ☐ NO DEQ Indirect Source (Air)☐ YES ☐ NO PUC (railroad)☐ YES ☐ NO DOGAMI☐ YES ☐ NO Coast Guard☐ YES ☐ NO National Pollutant Discharge Elimination System (NPDES)☐ YES ☐ NO Other \_\_\_\_\_

## CLEARANCES

☐ YES ☐ NO State and / or federal Endangered Species Act☐ YES ☐ NO State Historic Preservation Office (Historic)☐ YES ☐ NO State Historic Preservation Office (Archneological)☐ YES ☐ NO FHWA Noise☐ YES ☐ NO Air Conformity☐ YES ☐ NO DEQ Commercial / Industrial Noise☐ YES ☐ NO Hazmat Clearance☐ YES ☐ NO Erosion Control

Prepared By	Phone Number	Date
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## PROJECT PROSPECTUS

SEE INSTRUCTIONS ON PAGE 2

						KEY ID#					
PROJECT TITLE OREGON I-84 ROAD, WEATHER, AND INFORMATION SYSTEM (RWIS)						REGION		MAINTENANCE DISTRICT			
STATE HIGHWAY # I-84		HIGHWAY NAME				MILEPOST FROM 16 TO 306		LENGTH (km)			
<input checked="" type="checkbox"/> URBAN <input checked="" type="checkbox"/> RURAL		CITY			COUNTY		ROAD/STREET NAME				
ROUTE #		NHS <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		HPMS		FC		APPLICANT (IF OTHER THAN STATE)			
U S CONGRESSIONAL DISTRICT				STATE SENATE DISTRICT			STATE REPRESENTATIVE DISTRICT				
COST ESTIMATES (000's)				PROJECT DATE			RIGHT OF WAY				
PRELIMINARY ENGINEERING		\$		GRADING				FILES (#)			
RIGHT OF WAY		\$		PAVING				HECTARES (#)			
ROADWAY		\$		STRUCTURES				RELOCATIONS (#)			
STRUCTURES		\$		SIGNING				WORK BY STATE/CONSULTANT/APPLICANT			
SIGNALS		\$		SIGNALS				PRELIMINARY ENGINEERING (S.C.A)			
ILLUMINATION		\$		ILLUMINATION				CONSTRUCTION ENGINEERING (S.C.A)			
TEMPORARY		\$		MAINTENANCE COST FOR 5 YEARS (000)		\$20		RIGHT OF WAY DESCRIPTIONS (S.C.A)			
		\$		ENVIRONMENTAL CLASS (1,2,3)				RIGHT OF WAY ACQUISITIONS (S.C.A)			
ENGINEERING		\$		DESIGN CATEGORY (1-7)				CONSTRUCTION BY			
TOTAL CONSTRUCTION		\$		WORK TYPE (1-12)				_ CONTRACT _ OTHER			
TOTAL ESTIMATE		\$ 130						_ CITY FORCE			
RECOMMENDED LET DATE STATE SENATE DISTRICT				(QUARTER/YEAR)		RECOMMENDED FUND SOURCE (P.E.)		(R/W) (CONST)			
RECOMMENDED PROGRAM REVISIONS											
<input type="checkbox"/> POSTPONE <input type="checkbox"/> CANCEL		SECTION				FUNDS		CUR. YR ESTIMATE (000's)			
<input type="checkbox"/> POSTPONE <input type="checkbox"/> CANCEL		SECTION				FUNDS		CUR. YR ESTIMATE (000's)			
ITEM		EXISTING		PROPOSED		DEFINE THE PROBLEM					
TRAVEL LANES (#)						Weather related problems interfere with travel in this corridor and occasionally require the closure of the roadway. Closures may range from an hour to more than a day There is a need for better weather and roadway information					
STRUCTURES (#)											
SIGNALS (#)											
BIKEWAY (Y/N)						PROPOSED SOLUTION ATTACH SKETCH MAP					
AVERAGE						The project will add additional Road, Weather, and Information System (RWIS) sites along the I-84 corridor at 5-7 mile intervals This project will also integrate the new sites into the communications infrastructure Included in this will be road and bridge ice sensors where appropriate. A total of 10 new sites will be added between mile post 6 and mile post 120, and 17 new sites will be added between mile posts 210 and 377					
YEAR OF AVERAGE											
THROUGHWAY											
REQUESTED, REGION MANAGER						DATE		TRANS COMM APPROVAL DATE		PROGRAM YEAR FUNDING	

## PROJECT PROSPECTUS

Oregon I-84  
RWIS Project, Cont'd.

		KEY ID#
SECTION	REGION	MAINTENANCE DISTRICT
<b>PROJECT JUSTIFICATION</b>		
Realize reduced risk of incidents of I-84 roads and bridges. More timely dissemination of traveler warnings via Highway Advisory Radio (HAR), Highway Advisory Telephone (HAT), and Variable Message Signs (VMS). Better use of road maintenance resources.		
<b>ADDITIONAL INFORMATION FOR PROJECTS REQUESTED BY LOCAL JURISDICTIONS</b>		

RESPONSIBLE OFFICE TO BE CONTACTED FOR THE FOLLOWING ACTIVITIES:

1. PUBLIC HEARING/CITIZED	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)
2. ENVIRONMENTAL	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)
1. PRE-ENGINEERING	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)

THIS OFFICIAL REQUEST IS FROM:

THE CITY OF :  (OFFICE)  (COUNTY)

BY:  (OFFICE)  (COUNTY)

BY:  (OFFICE)  (COUNTY)

### ADMINISTRATION RECOMMENDATIONS

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## PROJECT PROSPECTUS

PART 2 -- PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH

KEY ID #

SECTION

REGION

 ENTER: S---STATE C---CONSULTANT  
 A---APPLICANT

PERM AND DOCUMENTS

STATE CLEARING HOUSE		SIGNS (PERMANENT)		STORM SEWER		AIRPORT CLEARANCE		WETLANDS	
CITIZEN'S ADVISORY COMM.		STRIPING (PERMANENT)		LANDSCAPING		LAND USE ACTIONS AND PERMITS		ENDANGERED SPECIES	
PHOTOGRAMMETRY		PROJECT SIGNING		IRRIGATION		FLOOD PLAIN		HAZMAT	
RECONNAISSANCE SURVEY		DETOUR		BORROW SOURCE		BUILDING		HISTORIC RESOURCE	
PUBLIC HEARING		ILLUMINATION		MATERIALS SOURCE		CORPS OF ENGRS. I DSL REMOVAL /FILL		AIR CONFORMITY STUDY	
FIELD SURVEY		RR CROSSING		DISPOSAL SITE		COAST GUARD		DEQ NON-POINT SOURCE WATER	
VICINITY MAP		RR PROTECTION		LOCAL AGREEMENT		GEOLOGY AND MINERALS		ARCHAEOLOGICAL SURVEY	
SOILS / GEOTECH INVESTIGATION		RR SEPARATION		SENSITIVE LAND		SIGNALS		NOISE STUDY	
HYDRAULIC STUDY		RR ENCROACHMENT		VALUE ENGINEERING		OLD (#)		NEW (#)	
RIGHT - OF - WAY				SURPLUS PROPERTY		UTILITIES		(LIST BELOW)	

RIGHT OF WAY LIAISON		EASEMENTS		ACCESS CONTROL (y/n)		COMPANIES			
				CURRENT	PROPOSED:	Electrical Service Providers			
ACQUISITIONS			RELOCATIONS						
SIMPLE I#)			BUSINESS (#)	RESIDENTIAL (#)					
N/A		coMp	n/a	n/a					
						DESIGN STANDARDS	DESIGN SPEED	EXCEPTION (y/n)	

## TYPICAL SECTION

BIKE PATH	SIDE WALK	CURB TYPE	PARKING	SHOULDER BIKE LANE	LANE 3	LANE 2	LANE 1	MEDIAN	LANE	LANE 2	LANE 3	SHOULDER BIKE LANE	PARKING	CURB TYPE	SIDE WALK	BIKE PATH
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## EXISTING

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

## PROPOSED.

3.

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

## SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

## SUGGESTED BRIDGE DESIGN

STRUCTURE	LENGTH (FT./m)	WIDTH (FT./m)	COST	STRUCTURE	LENGTH (FT./m)	WIDTH (FT./m)	COST
Br 1				Br 5			
Br 2				Br 6			
Br 3				APPROVED, LOCATION ENGINEER			DATE
Br 4				REVISION APPROVED			DATE

PROJECT PROSPECTUS  
Part 3 Project Environmental Classification

		Key ID#	
Section	Bridge No.	Region	County

1) ESTIMATED RIGHT OF WAY IMPACT INCLUDING EASEMENTS, NUMBER OF PARCELS, ACREAGE, AND IMPROVEMENTS

None - within existing rights-of-way

2) ESTIMATED TRAFFIC VOLUME, FLOW PATTENRS, AND SAFETY IMPACTS (INCLUDING CONSTRUCTION IMPACTS, DETOURS, ETC)

Some work expected near roadway to install new field equipment. May require lane closures.

3) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS

None

4) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS

None

5) ESTIMATED BIOLOGICAL AND THREATENED & ENDANGERED SPECIES IMPACTS

None

6) ESTIMATED ARCHEOLOGICAL AND HISTORICAL IMPACTS

None

7) ESTIMATED PARK AND VISUAL IMPACTS

Field equipment must conform to requirements of the Columbia River Gorge National Scenic Area.

8) ESTIMATED AIR, NOISE, AND ENERGY IMPACTS

None

9) ESTIMATED HAZMAT IMPACTS

None

10) PRELIMINARY IDENTIFICATION OF POTENTIAL AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION			
<input type="checkbox"/> CLASS 1 DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT		<input type="checkbox"/> RECONNAISSANCE	
<input type="checkbox"/> CLASS 2 CATEGORICAL EXCLUSION		<input type="checkbox"/> PROGRAMMATIC CATEGORICAL EXCLUSION	
<input type="checkbox"/> CLASS 3 ENVIONMENTAL ASSESSMENT & REVISED ENVIRONMENTAL ASSESSMENT			
PREPARED BY		FHWA OR STATE OFFICIAL APPROVAL	
DATE	TELEPHONE NUMBER	DATE	TELEPHONE NUMBER

# REGION ENVIRONMENTAL CHECKLIST ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION)

Project (Name of Project) \_\_\_\_\_

Key NO. \_\_\_\_\_

## Instructions:

This checklist should be completed and attached to the Part 3. It will provide information to assist in appropriately classifying projects. A "Yes" answer indicates areas of concern, a "No" answer indicates no concerns, and UNK indicates that you didn't check that area. The primary intent of the checklist is to ensure these items have been considered, and were appropriately researched. When something of potential impact is found, explain in the appropriate section of the Part 3. If you have any questions, please call (503) 963-3477. The receptionist will transfer you to the appropriate resource person for assistance.

## AIR

- ☐ YES ☒ NO ☐ UNK Is project in an air quality non-attainment area: ☐ CO ☐ OZONE ☐ PM10
- ☒ YES ☐ NO ☐ UNK Is project missing from: ☐ STIP ☐ TP ☐ TIP \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Does the project involve adding lanes, signalization, channelization, and / or alignment changes? \_\_\_\_\_

## ARCHAEOLOGY

- ☐ YES ☒ NO ☐ UNK Are archaeologically sensitive areas potentially affected (confluence of rivers, headlands, coves, overlooks, etc.)? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Do local city / county Comprehensive Plans indicate potential Goal 5 resources? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local USFS or BLM archaeologist indicate any problems? \_\_\_\_\_

Extent and cause of previous ground disturbance (minor, major)? \_\_\_\_\_

## BIOLOGY

- Please provide: USGS Quad Name \_\_\_\_\_ Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local ODFW (District Fish / Game / Habitat / Non-game biologists) indicate any problems? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Any local knowledge of T&E or sensitive species in area? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local BLM or USFS biologists indicate any problems? \_\_\_\_\_

What are the results from a Natural Heritage Data Base check? \_\_\_\_\_

Confirmed ODFW in-water preferred work periods for project area? (List if applicable) \_\_\_\_\_

List any streams impacted by project \_\_\_\_\_

## ENERGY

- ☐ YES ☐ NO ☒ UNK Does project affect energy use due to traffic patterns / volumes changes? \_\_\_\_\_

## GEOLOGY

- ☐ YES ☐ NO ☒ UNK Discussions with Region geologist indicate any major concerns? \_\_\_\_\_
- ☒ YES ☐ NO ☐ UNK Drilling / exploration anticipated? Equipment foundations

## HAZARDOUS MATERIALS

- ☐ YES ☐ NO ☒ UNK Does contact with local DEQ office indicate any concerns? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with State Fire Marshal's office indicate any concern? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local fire department indicate and concerns? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with PUC indicate any highway spills? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK R/W acquisition impacts gas stations / repair shops / industrial sites / landfills? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Ground disturbance anticipated (excavation / drilling etc.) near known hazmat sites? \_\_\_\_\_

Checked DEQ lists: ☐ UST ☐ Release incident ☐ RCRA ☐ Solid Waste ☐ TSD ☐ Leaking UST ☐ Confirmed release  
(List any occurrence on above lists) \_\_\_\_\_

## HISTORICAL

- ☐ YES ☐ NO ☒ UNK Does city / county comp plan list any impacted buildings / items as Goal 5 resources? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Any impacted sites on / nominated / listed as eligible for National Register? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with city / county Historical Society indicate potential resources? \_\_\_\_\_
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- ☐ YES ☒ NO ☐ UNK Any apparent / unique / suspect structures of possible historical interest? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Historic district / trails / bridges? \_\_\_\_\_

## NOISE

- ☐ YES ☒ NO ☐ UNK Any shift in horizontal or vertical alignment? Amount of Horizontal \_\_\_\_\_ ft. Vertical \_\_\_\_\_ ft.
- ☐ YES ☒ NO ☐ UNK Does project increase the number of travel lanes? Existing number of lanes \_\_\_\_\_ Proposed number of \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Any known noise problems / complaints? \_\_\_\_\_

Approximate number of buildings / activity areas within 200 feet of proposed R/W line: Commercial \_\_\_\_\_ Industrial \_\_\_\_\_ Public \_\_\_\_\_

Residences \_\_\_\_\_ Schools \_\_\_\_\_ Churches \_\_\_\_\_ Parks \_\_\_\_\_

## LAND USE / PLANNING

- ☐ YES ☒ NO ☐ UNK Project not identified in local transportation improvement plan? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local jurisdiction planning department indicate any concerns? \_\_\_\_\_
- ☒ YES ☐ NO ☐ UNK Is project outside of UGB? \_\_\_\_\_
- ☒ YES ☐ NO ☐ UNK Does project cross or touch UGB? Project crosses several UGBs
- ☐ YES ☒ NO ☐ UNK Does Coastal Zone Management Act apply? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Is it zoned forest or EFU? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Are there other protected resources (ie, estuary, wetland, greenways, etc.)? If yes, list \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local SCS indicate "High Value" farmland concerns? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Farmland Conversion Impact Rating applicable? \_\_\_\_\_

Project (Name of Project)

Key NO

## LAND USE / PLANNING (Cont.)

List zoning designations being impacted

Region Planner's opinion on conformance (If not, why):

TPR

LCDC Goals

Comp. Plan (county / city or both)

## SECTION 4(f) POTENTIAL

☐ YES ☒ NO ☐ UNK Parks, wildlife refuges, historic buildings, recreational areas, etc impacted?

## SECTION 6(f) POTENTIAL

☐ YES ☒ NO ☐ UNK Land & Water Conservation Funds used to acquire parks, etc.?

## SOCIOECONOMICS

☐ YES ☒ NO ☐ UNK Do building displacements appear key to economy / neighborhood?

Number of displacements: 0

General use of land: Residential ☐ Commercial ☐ Farmland ☐ Range ☐ Public ☐ Other (explain)Estimate of number of people living / working adjacent to project: 0 - 30 ☐ 31 - 100 ☐ 100 ☐Observed racial / ethnic backgrounds living / working in area: Caucasian ☐ Black ☐ Asian ☐ Mexican - American ☐ Native American ☐Were MANY OF FOLLOWING OBSERVED: Elderly ☐ Many children ☐ Disabled ☐

## VISUAL

☒ YES ☐ NO ☐ UNK Designated Scenic Highway? Includes Columbia River Gorge☐ YES ☐ NO ☒ UNK Oregon Forest Practices Act restrictions apply?☐ YES ☒ NO ☐ UNK Major cut / fills?☐ YES ☒ NO ☐ UNK Bridges or large retaining walls anticipated?☐ YES ☒ NO ☐ UNK Any rivers on Oregon Scenic Waterway listing? None impacted☐ YES ☒ NO ☐ UNK Any rivers on the Federal Wild and Scenic River Listing?

## WATERWAYS / WATER QUALITY

☐ YES ☐ NO ☒ UNK Within FEMA 100 year flood plain?☐ YES ☐ NO ☒ UNK Within FEMA regulated floodway?☐ YES ☒ NO ☐ UNK Water quality limited stream impacted?☐ YES ☒ NO ☐ UNK Any active wells impacted?☐ YES ☒ NO ☐ UNK Projected ADT of 30,000 or greater?☐ YES ☒ NO ☐ UNK Navigable waterway?☐ YES ☒ NO ☐ UNK Is stream on ODFW Rivers Information System database?☐ YES ☒ NO ☐ UNK Any irrigation districts impacted?

If streams affected, what is the fisheries stream classification?

## WETLANDS

☐ YES ☐ NO ☒ UNK National wetlands inventory maps indicate any potential concerns?☐ YES ☐ NO ☒ UNK Soil conservation maps indicate hydric soils in project area?☐ YES ☐ NO ☒ UNK Local Comprehensive Plan show any wetlands as protected resources?☐ YES ☐ NO ☒ UNK Riparian or wetland vegetation evident from visual inspection?

## PERMITS

☐ YES ☐ NO US Corps of Engineers Section 404/DSL Removal and Fill☐ YES ☐ NO DEQ Indirect Source (Air)☐ YES ☐ NO PUC (railroad)☐ YES ☐ NO DOGAMI☐ YES ☐ NO Coast Guard☐ YES ☐ NO National Pollutant Discharge Elimination System (NPDES)☐ YES ☐ NO Other

## CLEARANCES

☐ YES ☐ NO State and / or federal Endangered Species Act☐ YES ☐ NO State Historic Preservation Office (Historic)☐ YES ☐ NO State Historic Preservation Office (Archneological)☐ YES ☐ NO FHWA Noise☐ YES ☐ NO Air Conformity☐ YES ☐ NO DEQ Commercial / Industrial Noise☐ YES ☐ NO Hazmat Clearance☐ YES ☐ NO Erosion Control

Prepared By

Phone Number

Date

## PROJECT PROSPECTUS

SEE INSTRUCTIONS ON PAGE 2

						KEY ID#							
PROJECT TITLE OREGON I-84 BRIDGE OVERHEIGHT AND OVERWEIGHT DETECTION SYSTEM						REGION		MAINTENANCE DISTRICT					
STATE HIGHWAY # I-84		HIGHWAY NAME				MILEPOST FROM 44 TO 87		LENGTH (km)					
<input checked="" type="checkbox"/> URBAN <input checked="" type="checkbox"/> RURAL		CITY		COUNTY		ROAD/STREET NAME							
ROUTE #		NHS <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		HPMS		FC		APPLICANT (IF OTHER THAN STATE)					
U.S. CONGRESSIONAL DISTRICT				STATE SENATE DISTRICT			STATE REPRESENTATIVE DISTRICT						
COST ESTIMATES (000's)				PROJECT DATE			RIGHT OF WAY						
PRELIMINARY ENGINEERING		\$		GRADING				FILES (#)					
RIGHT OF WAY		\$		PAVING				HECTARES (#)					
ROADWAY		\$		STRUCTURES				RELOCATIONS (#)					
STRUCTURES		\$		SIGNING				WORK BY STATE/CONSULTANT/APPLICANT					
SIGNALS		\$		SIGNALS				PRELIMINARY ENGINEERING (S.C.A)					
ILLUMINATION		\$		ILLUMINATION				CONSTRUCTION ENGINEERING (S.C.A)					
TEMPORARY		\$		MAINTENANCE COST FOR 5 YEARS (000)		\$40		RIGHT OF WAY DESCRIPTIONS (S.C.A)					
		\$		ENVIRONMENTAL CLASS (1,2,3)				RIGHT OF WAY ACQUISITIONS (S.C.A)					
ENGINEERING		\$		DESIGN CATEGORY (1-7)				CONSTRUCTION BY					
TOTAL CONSTRUCTION		\$		WORK TYPE (1-12)				_ CONTRACT _ OTHER _ STATE FORCE					
TOTAL ESTIMATE		\$ 840						_ CITY FORCE					
RECOMMENDED LET DATE STATE SENATE DISTRICT				(QUARTER/YEAR)		RECOMMENDED FUND SOURCE (P.E.)		(RW)		(CONST)			
<b>RECOMMENDED PROGRAM REVISIONS</b>													
_ POSTPONE _ CANCEL		SECTION				FUNDS		CUR. YR		ESTIMATE (000's)			
_ POSTPONE _ CANCEL		SECTION				FUNDS		CUR. YR		ESTIMATE (000's)			
ITEM		EXISTING		PROPOSED		<p><b>DEFINE THE PROBLEM</b> Bridges over the Columbia River at Cascade Locks, Hood River, and The Dalles are not designed to accommodate overweight and oversized trucks. There is a need to detect trucks that exceed the design limits of the bridges before they begin crossing. This is particularly important when closures of I-84 or SR 14 divert all traffic over one of these bridges. The likelihood is low that the bridges will be reconstructed to provide adequate strength and size</p> <p><b>PROPOSED SOLUTION</b> ATTACH SKETCH MAP The project will implement new overheight and overweight detection systems on the Oregon side of the bridges at Cascade Locks, Hood River, The Dalles, Biggs Junction, and on I-82. It will also include integration of existing height and weight sensor systems into the infrastructure (most likely the District Control Centers)</p>							
TRAVEL LANES (#)													
STRUCTURES (#)													
SIGNALS (#)													
BIKEWAY (Y/N)													
AVERAGE													
YEAR OF AVERAGE													
THROUGHWAY													
REQUESTED, REGION MANAGER						DATE		TRANS COMM APPROVAL DATE		PROGRAM YEAR		FUNDING	

## PROJECT PROSPECTUS

Oregon I-84 Bridge Overheight and Overweight  
Detection System Project, Cont'd.

		KEY ID#
SECTION	REGION	MAINTENANCE DISTRICT
<b>PROJECT JUSTIFICATION</b>		
Reduced risk of incidents on the bridges. Reduced risk to other drivers due to real-time notification of an incident to the Portland TMOC and disseminated traveler warnings if an incident occurs via Highway Advisory Radio (HAR), Highway Advisory Telephone (HAT), and Variable Message Signs (VMS).		
<b>ADDITIONAL INFORMATION FOR PROJECTS REQUESTED BY LOCAL JURISDICTIONS</b>		

RESPONSIBLE OFFICE TO BE CONTACTED FOR THE FOLLOWING ACTIVITIES:

1. PUBLIC HEARING/CITIZED	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)
2. ENVIRONMENTAL	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)
1. PRE-ENGINEERING	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)

THIS OFFICIAL REQUEST IS FROM:

THE CITY OF :	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)
BY:	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)
BY:	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)

<b>ADMINISTRATION RECOMMENDATIONS</b>



## PROJECT PROSPECTUS

## PART 2 -- PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH

KEY ID #

SECTION

REGION

 ENTER: S---STATE C---CONSULTANT  
 A---APPLICANT

## PERMITS AND DOCUMENTS

STATE CLEARING HOUSE		SIGNS (PERMANENT)		STORM SEWER		AIRPORT CLEARANCE		WETLANDS	
CITIZEN'S ADVISORY COMM.		STRIPING (PERMANENT)		LANDSCAPING		LAND USE ACTIONS AND PERMITS		ENDANGERED SPECIES	
PHOTOGRAMMETRY		PROJECT SIGNING		IRRIGATION		FLOOD PLAIN		HAZMAT	
RECONNAISSANCE SURVEY		DETOUR		BORROW SOURCE		BUILDING		HISTORIC RESOURCE	
PUBLIC HEARING		ILLUMINATION		MATERIALS SOURCE		CORPS OF ENGRS. / DSL REMOVAL / FILL		AIR CONFORMITY STUDY	
FIELD SURVEY		RR CROSSING		DISPOSAL SITE		COAST GUARD		DEQ NON-POINT SOURCE WATER	
VICINITY MAP		RR PROTECTION		LOCAL AGREEMENT		GEOLOGY AND MINERALS		ARCHAEOLOGICAL SURVEY	
SOILS / GEOTECH INVESTIGATION		RR SEPARATION		SENSITIVE LAND		SIGNALS		NOISE STUDY	
HYDRAULIC STUDY		RR ENCROACHMENT		VALUE ENGINEERING		OLD (#)	NEW (#)	SECTION 4(F)	
RIGHT - OF - WAY				SURPLUS PROPERTY		UTILITIES		(LIST BELOW)	

RIGHT OF WAY LIAISON		EASEMENTS		ACCESS CONTROL (Y/N)		COMPANIES			
				CURRENT	PROPOSED:	Electrical Service providers			
ACQUISITIONS			RELOCATIONS						
SIMPLE (#)		COMPLEX (#)		BUSINESS (#)	RESIDENTIAL (#)				
N/A		N/A		N/A	N/A				
						DESIGN STANDARDS	DESIGN SPEED	EXCEPTION (Y/N)	

## TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER BIKE LANE	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER BIKE LANE	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
PROPOSED																

## SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

## SUGGESTED BRIDGE DESIGN

STRUCTURE	LENGTH (FT.)(m)	WIDTH (FT.)(m)	COST	STRUCTURE	LENGTH (FT.)(m)	WIDTH (FT.)(m)	COST
Br 1				Br 5			
Br 2				Br 6			
Br 3				APPROVED, LOCATION ENGINEER			DATE
Br 4				REVISION APPROVED			DATE

PROJECT PROSPECTUS  
Part 3 Project Environmental Classification

		Key ID#	
Section	Bridge No.	Region	County

1) ESTIMATED RIGHT OF WAY IMPACT INCLUDING EASEMENTS, NUMBER OF PARCELS, ACREAGE, AND IMPROVEMENTS

None

2) ESTIMATED TRAFFIC VOLUME, FLOW PATTENRS, AND SAFETY IMPACTS (INCLUDING CONSTRUCTION IMPACTS, DETOURS, ETC)

Some work expected near roadway to install new field equipment. May require lane closures.

3) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS

None

4) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS

None

5) ESTIMATED BIOLOGICAL AND THREATENED & ENDANGERED SPECIES IMPACTS

None

6) ESTIMATED ARCHEOLOGICAL AND HISTORICAL IMPACTS

None

7) ESTIMATED PARK AND VISUAL IMPACTS

Field equipment must conform to requirements of the Columbia River Gorge National Scenic Area.

8) ESTIMATED AIR, NOISE, AND ENERGY IMPACTS

None

9) ESTIMATED HAZMAT IMPACTS

None

10) PRELIMINARY IDENTIFICATION OF POTENTIAL AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION			
<input type="checkbox"/> CLASS 1 DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT		<input type="checkbox"/> RECONNAISSANCE	
<input type="checkbox"/> CLASS 2 CATEGORICAL EXCLUSION		<input type="checkbox"/> PROGRAMMATIC CATEGORICAL EXCLUSION	
<input type="checkbox"/> CLASS 3 ENVIRONMENTAL ASSESSMENT & REVISED ENVIRONMENTAL ASSESSMENT			
PREPARED BY		FHWA OR STATE OFFICIAL APPROVAL	
DATE	TELEPHONE NUMBER	DATE	TELEPHONE NUMBER

# REGION ENVIRONMENTAL CHECKLIST ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION)

Project (Name of Project) \_\_\_\_\_

Key NO \_\_\_\_\_

## Instructions:

This checklist should be completed and attached to the Part 3. It will provide information to assist in appropriately classifying projects. A "Yes" answer indicates areas of concern, a "No" answer indicates no concerns, and UNK indicates that you didn't check that area. The primary intent of the checklist is to ensure these items have been considered, and were appropriately researched. When something of potential impact is found, explain in the appropriate section of the Part 3. If you have any questions, please call (503) 963-3477. The receptionist will transfer you to the appropriate resource person for assistance.

## AIR

- ☐ YES ☒ NO ☐ UNK Is project in an air quality non-attainment area: ☐ CO ☐ OZONE ☐ PM10
- ☒ YES ☐ NO ☐ UNK Is project missing from: ☐ STIP ☐ TP ☐ TIP \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Does the project involve adding lanes, signalization, channelization, and / or alignment changes? \_\_\_\_\_

## ARCHAEOLOGY

- ☐ YES ☒ NO ☐ UNK Are archaeologically sensitive areas potentially affected (confluence of rivers, headlands, coves, overlooks, etc.)? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Do local city / county Comprehensive Plans indicate potential Goal 5 resources? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local USFS or BLM archaeologist indicate any problems? \_\_\_\_\_

Extent and cause of previous ground disturbance (minor, major)? \_\_\_\_\_

## BIOLOGY

- Please provide: USGS Quad Name \_\_\_\_\_ Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local ODFW (District Fish / Game / Habitat / Non-game biologists) indicate any problems? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Any local knowledge of T&E or sensitive species in area? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local BLM or USFS biologists indicate any problems? \_\_\_\_\_

What are the results from a Natural Heritage Data Base check? \_\_\_\_\_

Confirmed ODFW in-water preferred work periods for project area? (List if applicable) \_\_\_\_\_

List any streams impacted by project \_\_\_\_\_

## ENERGY

- ☐ YES ☐ NO ☒ UNK Does project affect energy use due to traffic patterns / volumes changes? \_\_\_\_\_

## GEOLOGY

- ☐ YES ☐ NO ☒ UNK Discussions with Region geologist indicate any major concerns? \_\_\_\_\_
- ☒ YES ☐ NO ☐ UNK Drilling / exploration anticipated? Equipment foundations

## HAZARDOUS MATERIALS

- ☐ YES ☐ NO ☒ UNK Does contact with local DEQ office indicate any concerns? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with State Fire Marshal's office indicate any concern? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local fire department indicate and concerns? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with PUC indicate any highway spills? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK R/W acquisition impacts gas stations / repair shops / industrial sites / landfills? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Ground disturbance anticipated (excavation / drilling etc.) near known hazmat sites? \_\_\_\_\_

Checked DEQ lists: ☐ UST ☐ Release incident ☐ RCRA ☐ Solid Waste ☐ TSD ☐ Leaking UST ☐ Confirmed release  
(List any occurrence on above lists) \_\_\_\_\_

## HISTORICAL

- ☐ YES ☐ NO ☒ UNK Does city / county comp plan list any impacted buildings / items as Goal 5 resources? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Any impacted sites on / nominated / listed as eligible for National Register? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with city / county Historical Society indicate potential resources? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Any impacted buildings thought to be 50 years or older? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Any apparent / unique / suspect structures of possible historical interest? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Historic district / trails / bridges? \_\_\_\_\_

## NOISE

- ☐ YES ☒ NO ☐ UNK Any shift in horizontal or vertical alignment? Amount of Horizontal \_\_\_\_\_ ft. Vertical \_\_\_\_\_ ft.
- ☐ YES ☒ NO ☐ UNK Does project increase the number of travel lanes? Existing number of lanes \_\_\_\_\_ Proposed number of \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Any known noise problems / complaints? \_\_\_\_\_

Approximate number of buildings / activity areas within 200 feet of proposed R/W line: \_\_\_\_\_

Commercial \_\_\_\_\_ Industrial \_\_\_\_\_ Public \_\_\_\_\_

Residences \_\_\_\_\_ Schools \_\_\_\_\_ Churches \_\_\_\_\_ Parks \_\_\_\_\_

## LAND USE / PLANNING

- ☐ YES ☒ NO ☐ UNK Project not identified in local transportation improvement plan? \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local jurisdiction planning department indicate any concerns? \_\_\_\_\_
- ☒ YES ☐ NO ☐ UNK Is project outside of UGB? \_\_\_\_\_
- ☒ YES ☐ NO ☐ UNK Does project cross or touch UGB? Yes, some equipment may be located within UGB of cities along corridor
- ☐ YES ☒ NO ☐ UNK Does Coastal Zone Management Act apply? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Is it zoned forest or EFU? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Are there other protected resources (ie, estuary, wetland, greenways, etc.)? If yes, list \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local SCS indicate "High Value" farmland concerns? \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Farmland Conversion impact Rating applicable? \_\_\_\_\_

Project (Name of Project)

Key NO

## LAND USE / PLANNING (Cont.)

List zoning designations being impacted

Region Planner's opinion on conformance (If not, why):

TPR

LCDC Goals

Comp Plan (county / city or both)

## SECTION 4(f) POTENTIAL

☐ YES ☒ NO ☐ UNK Parks, wildlife refuges, historic buildings, recreational areas, etc. impacted?

## SECTION 6(f) POTENTIAL

☐ YES ☒ NO ☐ UNK Land & Water Conservation Funds used to acquire parks, etc.?

## SOCIOECONOMICS

☐ YES ☒ NO ☐ UNK Do building displacements appear key to economy / neighborhood?

Number of displacements: 0

General use of land: Residential ☐ Commercial ☐ Farmland ☐ Range ☐ Public ☐ Other (explain)Estimate of number of people living / working adjacent to project: 0 - 30 ☐ 31 - 100 ☐ 100 ☐Observed racial / ethnic backgrounds living / working in area: Caucasian ☐ Black ☐ Asian ☐ Mexican - American ☐ Native American ☐Were MANY OF FOLLOWING OBSERVED: Elderly ☐ Many children ☐ Disabled ☐

## VISUAL

☒ YES ☐ NO ☐ UNK Designated Scenic Highway? Includes Columbia River Gorge☐ YES ☐ NO ☒ UNK Oregon Forest Practices Act restrictions apply?☐ YES ☒ NO ☐ UNK Major cut / fills?☐ YES ☒ NO ☐ UNK Bridges or large retaining walls anticipated?☐ YES ☒ NO ☐ UNK Any rivers on Oregon Scenic Waterway listing? None impacted☐ YES ☒ NO ☐ UNK Any rivers on the Federal Wild and Scenic River Listing?

## WATERWAYS / WATER QUALITY

☐ YES ☐ NO ☒ UNK Within FEMA 100 year flood plain?☐ YES ☐ NO ☒ UNK Within FEMA regulated floodway?☐ YES ☒ NO ☐ UNK Water quality limited stream impacted?☐ YES ☒ NO ☐ UNK Any active wells impacted?☐ YES ☒ NO ☐ UNK Projected ADT of 30,000 or greater?☐ YES ☒ NO ☐ UNK Navigable waterway?☐ YES ☒ NO ☐ UNK Is stream on ODFW Rivers Information System database?☐ YES ☒ NO ☐ UNK Any irrigation districts impacted?

If streams affected, what is the fisheries stream classification?

## WETLANDS

☐ YES ☐ NO ☒ UNK National wetlands inventory maps indicate any potential concerns?☐ YES ☐ NO ☒ UNK Soil conservation maps indicate hydric soils in project area?☐ YES ☐ NO ☒ UNK Local Comprehensive Plan show any wetlands as protected resources?☐ YES ☐ NO ☒ UNK Riparian or wetland vegetation evident from visual inspection?

## PERMITS

☐ YES ☐ NO US Corps of Engineers Section 404/DSL Removal and Fill☐ YES ☐ NO DEQ Indirect Source (Air)☐ YES ☐ NO PUC (railroad)☐ YES ☐ NO DOGAMI☐ YES ☐ NO Coast Guard☐ YES ☐ NO National Pollutant Discharge Elimination System (NPDES)☐ YES ☐ NO Other

## CLEARANCES

☐ YES ☐ NO State and / or federal Endangered Species Act☐ YES ☐ NO State Historic Preservation Office (Historic)☐ YES ☐ NO State Historic Preservation Office (Archneological)☐ YES ☐ NO FHWA Noise☐ YES ☐ NO

Air Conformity

☐ YES ☐ NO

DEQ Commercial / Industrial Noise

☐ YES ☐ NO

Hazmat Clearance

☐ YES ☐ NO

Erosion Control

Prepared By

Phone Number

Date

## PROJECT PROSPECTUS

SEE INSTRUCTIONS ON PAGE 2

PROJECT TITLE OREGON I-84 KIOSKS						KEY ID#					
STATE HIGHWAY # I-84				HIGHWAY NAME		REGION		MAINTENANCE DISTRICT			
MILEPOST FROM 17 TO 376		LENGTH (km)									
<input checked="" type="checkbox"/> URBAN <input checked="" type="checkbox"/> RURAL		CITY		COUNTY		ROAD/STREET NAME					
ROUTE #		NHS <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		HPMS		FC		APPLICANT (IF OTHER THAN STATE)			
U S CONGRESSIONAL DISTRICT				STATE SENATE DISTRICT				STATE REPRESENTATIVE DISTRICT			
COST ESTIMATES (000's)				PROJECT DATE				RIGHT OF WAY			
PRELIMINARY ENGINEERING		\$		GRADING				FILES (#)			
RIGHT OF WAY		\$		PAVING				HECTARES (#)			
ROADWAY		\$		STRUCTURES				RELOCATIONS (#)			
STRUCTURES		\$		SIGNING				WORK BY STATE/CONSULTANT/APPLICANT			
SIGNALS		\$		SIGNALS				PRELIMINARY ENGINEERING (S.C.A)			
ILLUMINATION		\$		ILLUMINATION				CONSTRUCTION ENGINEERING (S.C.A)			
TEMPORARY		\$		MAINTENANCE COST FOR 5 YEARS (000)		\$50		RIGHT OF WAY DESCRIPTIONS (S.C.A)			
		\$		ENVIRONMENTAL CLASS (1,2,3)				RIGHT OF WAY ACQUISITIONS (S.C.A)			
ENGINEERING		\$		DESIGN CATEGORY (1-7)				CONSTRUCTION BY			
TOTAL CONSTRUCTION		\$		WORK TYPE (1-12)				_ CONTRACT _ OTHER _ STATE FORCE			
TOTAL ESTIMATE		\$595						_ CITY FORCE			
RECOMMENDED LET DATE STATE SENATE DISTRICT				(QUARTER/YEAR)		RECOMMENDED FUND SOURCE (P.E.)		(R/W) (CONST)			
RECOMMENDED PROGRAM REVISIONS											
_ POSTPONE _ CANCEL		SECTION				FUNDS		CUR YR ESTIMATE (000's)			
_ POSTPONE _ CANCEL		SECTION				FUNDS		CUR YR ESTIMATE (000's)			
ITEM		EXISTING		PROPOSED		DEFINE THE PROBLEM: Rain, snow, and ice related accident rates are a problem in many locations in the corridor. Other weather related problems, including high wind and fog sometimes require the freeway to be closed during the year. There is a need for real-time weather and roadway information before leaving and during the trip					
TRAVEL LANES (#)						PROPOSED SOLUTION ATTACH SKETCH MAP This purpose of this project will be to install the main communications trunk for the corridor and, to integrate I-84 devices, Road, Weather, Information Systems (RWIS) stations, overweight sensors, SHRP sites, and variable message signs (VMS) into the communications infrastructure. This should be done in conjunction with the Portland TOC Expansion project or combined with it					
STRUCTURES (#)											
SIGNALS (#)											
BIKEWAY (Y/N)											
AVERAGE											
YEAR OF AVERAGE											
THROUGHWAY											
REQUESTED, REGION MANAGER						DATE		TRANS COMM APPROVAL DATE		PROGRAM YEAR FUNDING	

# PROJECT PROSPECTUS

Oregon I-84 Kiosk  
Project, Cont'd.

		KEY ID#
SECTION	REGION	MAINTENANCE DISTRICT
<b>PROJECT JUSTIFICATION</b>		
Travelers will receive real-time, weather, and road status that improves safety and reduces incidents. Travelers may also receive yellow pages, reservations, special event notices, and optional tourist services. An installation will be included at Portland Airport.		
<b>ADDITIONAL INFORMATION FOR PROJECTS REQUESTED BY LOCAL JURISDICTIONS</b>		

RESPONSIBLE OFFICE TO BE CONTACTED FOR THE FOLLOWING ACTIVITIES:

1. PUBLIC HEARING/CITIZED	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)
2. ENVIRONMENTAL	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)
1. PRE-ENGINEERING	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)

THIS OFFICIAL REQUEST IS FROM:

THE CITY OF :	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)
BY:	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)
BY:	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)

<b>ADMINISTRATION RECOMMENDATIONS</b>



## PROJECT PROSPECTUS

I 3. Ki 3A

## PART 2 -- PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH

KEY ID #

SECTION

REGION

 ENTER: S---STATE C---CONSULTANT  
 A---APPLICANT

## PERMITS AND DOCUMENTS

STATE CLEARING HOUSE		SIGNS (PERMANENT)		STORM SEWER		AIRPORT CLEARANCE		WETLANDS	
CITIZEN'S ADVISORY COMM.		STRIPING (PERMANENT)		LANDSCAPING		LAND USE ACTIONS AND PERMITS		ENDANGERED SPECIES	
PHOTOGRAMMETRY		PROJECT SIGNING		IRRIGATION		FLOOD PLAIN		HAZMAT	
RECONNAISSANCE SURVEY		DETOUR		BORROW SOURCE		BUILDING		HISTORIC RESOURCE	
PUBLIC HEARING		ILLUMINATION		MATERIALS SOURCE		CORPS OF ENGRS. / DSL REMOVAL /FILL		AIR CONFORMITY STUDY	
FIELD SURVEY		RR CROSSING		DISPOSAL SITE		COAST GUARD		DEQ NON-POINT SOURCE WATER	
VICINITY MAP		RR PROTECTION		LOCAL AGREEMENT		GEOLOGY AND MINERALS		ARCHAEOLOGICAL SURVEY	
SOILS / GEOTECH INVESTIGATION		RR SEPARATION		SENSITIVE LAND		SIGNALS		NOISE STUDY	
HYDRAULIC STUDY		RR ENCROACHMENT		VALUE ENGINEERING		OLD (#)		NEW (#)	
RIGHT - OF - WAY				SURPLUS PROPERTY		UTILITIES		(LIST BELOW)	

RIGHT OF WAY LIAISON		EASEMENTS		ACCESS CONTROL (Y/N)		COMPANIES	Electrical service providers		
				CURRENT	PROPOSED:				
ACQUISITIONS		RELOCATIONS							
SIMPLE (#)		COMPLEX (#)		BUSINESS (#)		RESIDENTIAL (#)			
N/A		N/A		N/A		N/A			
							DESIGN STANDARDS	DESIGN SPEED	EXCEPTION (Y/N)

## TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER BIKE LANE	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER BIKE LANE	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
PROPOSED																

## SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

## SUGGESTED BRIDGE DESIGN

STRUCTURE	LENGTH (FT.)(m)	WIDTH (FT.)(m)	COST	STRUCTURE	LENGTH (FT.)(m)	WIDTH (FT.)(m)	COST
Br 1				Br 5			
Br 2				Br 6			
Br 3				APPROVED, LOCATION ENGINEER			DATE
Br 4				REVISION APPROVED			DATE

PROJECT PROSPECTUS  
Part 3 Project Environmental Classification

		Key ID#	
Section	Bridge No.	Region	County

1) ESTIMATED RIGHT OF WAY IMPACT INCLUDING EASEMENTS, NUMBER OF PARCELS, ACREAGE, AND IMPROVEMENTS

None

2) ESTIMATED TRAFFIC VOLUME, FLOW PATTENRS, AND SAFETY IMPACTS (INCLUDING CONSTRUCTION IMPACTS, DETOURS, ETC)

None

3) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS

None

4) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS

None

5) ESTIMATED BIOLOGICAL AND THEATENED & ENDANGERED SPECIES IMPACTS

None

6) ESTIMATED ARCHEOLOGICAL AND HISTORICAL IMPACTS

None

7) ESTIMATED PARK AND VISUAL IMPACTS

None

8) ESTIMATED AIR, NOISE, AND ENERGY IMPACTS

None

9) ESTIMATED HAZMAT IMPACTS

None

10) PRELIMINARY IDENTIFICATION OF POTENTIAL AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION			
<input type="checkbox"/> CLASS 1 DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT		<input type="checkbox"/> RECONNAISSANCE	
<input type="checkbox"/> CLASS 2 CATEGORICAL EXCLUSION		<input type="checkbox"/> PROGRAMMATIC CATEGORICAL EXCLUSION	
<input type="checkbox"/> CLASS 3 ENVIONMENTAL ASSESSMENT & REVISED ENVIRONMENTAL ASSESSMENT			
PREPARED BY		FHWA OR STATE OFFICIAL APPROVAL	
DATE	TELEPHONE NUMBER	DATE	TELEPHONE NUMBER

**REGION ENVIRONMENTAL CHECKLIST**  
**ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION)**

Project (Name of Project)

Key NO.

I-84 Kiosk

**Instructions:**

This checklist should be completed and attached to the Part 3. It will provide information to assist in appropriately classifying projects. A "Yes" answer indicates areas of concern, a "No" answer indicates no concerns, and UNK indicates that you didn't check that area. The primary intent of the checklist is to ensure these items have been considered, and were appropriately researched. When something of potential impact is found, explain in the appropriate section of the Part 3. If you have any questions, please call (503) 963-3477. The receptionist will transfer you to the appropriate resource person for assistance.

**AIR**

- ☐ YES ☒ NO ☐ UNK Is project in an air quality non-attainment area: ☐ CO ☐ OZONE ☐ PM10
- ☒ YES ☐ NO ☐ UNK Is project missing from: ☒ STIP ☐ TP ☐ TIP
- ☐ YES ☒ NO ☐ UNK Does the project involve adding lanes, signalization, channelization, and / or alignment changes?

**ARCHAEOLOGY**

- ☐ YES ☒ NO ☐ UNK Are archaeologically sensitive areas potentially affected (confluence of rivers, headlands, coves, overlooks, etc.)?
- ☐ YES ☐ NO ☒ UNK Do local city / county Comprehensive Plans indicate potential Goal 5 resources?
- ☐ YES ☐ NO ☒ UNK Does contact with local USFS or BLM archaeologist indicate any problems?

Extent and cause of previous ground disturbance (minor, major)?

**BIOLOGY**

- Please provide: USGS Quad Name \_\_\_\_\_ Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local ODFW (District Fish / Game / Habitat / Non-game biologists) indicate any problems?
- ☐ YES ☒ NO ☐ UNK Any local knowledge of T&E or sensitive species in area?
- ☐ YES ☐ NO ☒ UNK Does contact with local BLM or USFS biologists indicate any problems?

What are the results from a Natural Heritage Data Base check?

Confirmed ODFW in-water preferred work periods for project area? (List if applicable)

List any streams impacted by project

**ENERGY**

- ☐ YES ☐ NO ☒ UNK Does project affect energy use due to traffic patterns / volumes changes?

**GEOLOGY**

- ☐ YES ☐ NO ☒ UNK Discussions with Region geologist indicate any major concerns?
- ☐ YES ☒ NO ☐ UNK Drilling / exploration anticipated?

**HAZARDOUS MATERIALS**

- ☐ YES ☐ NO ☒ UNK Does contact with local DEQ office indicate any concerns?
- ☐ YES ☐ NO ☒ UNK Does contact with State Fire Marshal's office indicate any concern?
- ☐ YES ☐ NO ☒ UNK Does contact with local fire department indicate and concerns?
- ☐ YES ☐ NO ☒ UNK Does contact with PUC indicate any highway spills?
- ☐ YES ☒ NO ☐ UNK R/W acquisition impacts gas stations / repair shops / industrial sites / landfills?
- ☐ YES ☐ NO ☒ UNK Ground disturbance anticipated (excavation / drilling etc.) near known hazmat sites?

Checked DEQ lists: ☐ UST ☐ Release incident ☐ RCRA ☐ Solid Waste ☐ TSD ☐ Leaking UST ☐ Confirmed release

(List any occurrence on above lists)

**HISTORICAL**

- ☐ YES ☐ NO ☒ UNK Does city / county comp plan list any impacted buildings / items as Goal 5 resources?
- ☐ YES ☐ NO ☒ UNK Any impacted sites on / nominated / listed as eligible for National Register?
- ☐ YES ☐ NO ☒ UNK Does contact with city / county Historical Society indicate potential resources?
- ☐ YES ☒ NO ☐ UNK Any impacted buildings thought to be 50 years or older?
- ☐ YES ☒ NO ☐ UNK Any apparent / unique / suspect structures of possible historical interest?
- ☐ YES ☒ NO ☐ UNK Historic district / trails / bridges?

**NOISE**

- ☐ YES ☒ NO ☐ UNK Any shift in horizontal or vertical alignment? Amount of Horizontal \_\_\_\_\_ ft. Vertical \_\_\_\_\_ ft.
- ☐ YES ☒ NO ☐ UNK Does project increase the number of travel lanes? Existing number of lanes \_\_\_\_\_ Proposed number of \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Any known noise problems / complaints?

Approximate number of buildings / activity areas within 200 feet of proposed R/W line: Commercial \_\_\_\_\_ Industrial \_\_\_\_\_ Public \_\_\_\_\_

Residences \_\_\_\_\_ Schools \_\_\_\_\_ Churches \_\_\_\_\_ Parks \_\_\_\_\_

**LAND USE / PLANNING**

- ☐ YES ☒ NO ☐ UNK Project not identified in local transportation improvement plan?
- ☐ YES ☐ NO ☒ UNK Does contact with local jurisdiction planning department indicate any concerns?
- ☐ YES ☒ NO ☐ UNK Is project outside of UGB?
- ☒ YES ☐ NO ☐ UNK Does project cross or touch UGB? Kiosks will be located within truck stops and airports along corridor.
- ☐ YES ☒ NO ☐ UNK Does Coastal Zone Management Act apply?
- ☐ YES ☒ NO ☐ UNK Is it zoned forest or EFU?
- ☐ YES ☐ NO ☒ UNK are there other protected resources (ie. estuary, wetland, greenways, etc.)? If yes, list \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Does contact with local SCS indicate "High Value" farmland concerns?
- ☐ YES ☐ NO ☐ UNK Farmland Conversion impact Rating applicable?

Project (Name of Project)

Key NO.

I-84 Kiosk

## LAND USE / PLANNING (Cont.)

List zoning designations being impacted \_\_\_\_\_

Region Planner's opinion on conformance (If not, why): \_\_\_\_\_

TPR \_\_\_\_\_

LCDC Goals \_\_\_\_\_

Comp. Plan (county / city or both) \_\_\_\_\_

## SECTION 4(f) POTENTIAL

☐ YES ☒ NO ☐ UNK Parks; wildlife refuges, historic buildings, recreational areas, etc. impacted? \_\_\_\_\_

## SECTION 6(f) POTENTIAL

☐ YES ☒ NO ☐ UNK Land & Water Conservation Funds used to acquire parks, etc.? \_\_\_\_\_

## SOCIOECONOMICS

☐ YES ☒ NO ☐ UNK Do building displacements appear key to economy / neighborhood? \_\_\_\_\_Number of displacements: 0General use of land: Residential ☐ Commercial ☐ Farmland ☐ Range ☐ Public ☐ Other (explain) \_\_\_\_\_Estimate of number of people living / working adjacent to project: 0 - 30 ☐ 31 - 100 ☐ 100 ☐Observed racial / ethnic backgrounds living / working in area: Caucasian ☐ Black ☐ Asian ☐ Mexican - American ☐ Native American ☐Were MANY OF FOLLOWING OBSERVED: Elderly ☐ Many children ☐ Disabled ☐

## VISUAL

☐ YES ☒ NO ☐ UNK Designated Scenic Highway? \_\_\_\_\_☐ YES ☐ NO ☒ UNK Oregon Forest Practices Act restrictions apply? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Major cut / fills? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Bridges or large retaining walls anticipated? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any rivers on Oregon Scenic Waterway listing? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any rivers on the Federal Wild and Scenic River Listing? \_\_\_\_\_

## WATERWAYS / WATER QUALITY

☐ YES ☒ NO ☐ UNK Within FEMA 100 year flood plain? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Within FEMA regulated floodway? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Water quality limited stream impacted? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any active wells impacted? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Projected ADT of 30,000 or greater? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Navigable waterway? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Is stream on ODFW Rivers Information System database? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any irrigation districts impacted? \_\_\_\_\_

If streams affected, what is the fisheries stream classification? \_\_\_\_\_

## WETLANDS

☐ YES ☐ NO ☒ UNK National wetlands inventory maps indicate any potential concerns? \_\_\_\_\_☐ YES ☐ NO ☒ UNK Soil conservation maps indicate hydric soils in project area? \_\_\_\_\_☐ YES ☐ NO ☒ UNK Local Comprehensive Plan show any wetlands as protected resources? \_\_\_\_\_☐ YES ☐ NO ☒ UNK Riparian or wetland vegetation evident from visual inspection? \_\_\_\_\_

## PERMITS

☐ YES ☐ NO US Corps of Engineers Section 404/DSL Removal and Fill☐ YES ☐ NO DEQ Indirect Source (Air)☐ YES ☐ NO PUC (railroad)☐ YES ☐ NO DOGAMI☐ YES ☐ NO Coast Guard☐ YES ☐ NO National Pollutant Discharge Elimination System (NPDES)☐ YES ☐ NO Other \_\_\_\_\_

## CLEARANCES

☐ YES ☐ NO State and / or federal Endangered Species Act☐ YES ☐ NO State Historic Preservation Office (Historic)☐ YES ☐ NO State Historic Preservation Office (Archneological)☐ YES ☐ NO FHWA Noise☐ YES ☐ NO Air Conformity☐ YES ☐ NO DEQ Commercial / Industrial Noise☐ YES ☐ NO Hazmat Clearance☐ YES ☐ NO Erosion Control

Prepared By \_\_\_\_\_

Phone Number \_\_\_\_\_

Date \_\_\_\_\_

## PROJECT PROSPECTUS

SEE INSTRUCTIONS ON PAGE 2

PROJECT TITLE MULTNOMAH FALLS PARKING MANAGEMENT SYSTEM						KEY ID#	
REGION						MAINTENANCE DISTRICT	
STATE HIGHWAY # I-84		HIGHWAY NAME			MILEPOST FROM Portland TO Idaho		LENGTH (km)
<input checked="" type="checkbox"/> URBAN <input checked="" type="checkbox"/> RURAL		CITY		COUNTY	ROAD/STREET NAME		
ROUTE #	NHS <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	HPMS	FC	APPLICANT (IF OTHER THAN STATE)			
U.S. CONGRESSIONAL DISTRICT		STATE SENATE DISTRICT			STATE REPRESENTATIVE DISTRICT		
COST ESTIMATES (000's)		PROJECT DATE			RIGHT OF WAY		
PRELIMINARY ENGINEERING	\$	GRADING		FILES	(#)		
RIGHT OF WAY	\$	PAVING		HECTARES	(#)		
ROADWAY	\$	STRUCTURES		RELOCATIONS	(#)		
STRUCTURES	\$	SIGNING		WORK BY STATE/CONSULTANT/APPLICANT			
SIGNALS	\$	SIGNALS		PRELIMINARY ENGINEERING	(S,C,A)		
ILLUMINATION	\$	ILLUMINATION		CONSTRUCTION ENGINEERING	(S,C,A)		
TEMPORARY	\$	MAINTENANCE COST FOR 5 YEARS (000)	\$40	RIGHT OF WAY DESCRIPTIONS	(S,C,A)		
	\$	ENVIRONMENTAL CLASS (1,2,3)		RIGHT OF WAY ACQUISITIONS	(S,C,A)		
ENGINEERING	\$	DESIGN CATEGORY (1-7)		CONSTRUCTION BY			
TOTAL CONSTRUCTION	\$	WORK TYPE (1-12)		_ CONTRACT      _ OTHER _ STATE FORCE			
TOTAL ESTIMATE	\$ 270				_ CITY FORCE		
RECOMMENDED LET DATE STATE SENATE DISTRICT		(QUARTER/YEAR)		RECOMMENDED FUND SOURCE	(P.E)	(RW)	(CONST)
RECOMMENDED PROGRAM REVISIONS							
_ POSTPONE _ CANCEL		SECTION		FUNDS	CUR. YR.	ESTIMATE (000's)	
_ POSTPONE _ CANCEL		SECTION		FUNDS	CUR. YR.	ESTIMATE (000's)	
ITEM	EXISTING	PROPOSED	<p>DEFINE THE PROBLEM Multnomah Falls is a significant recreational attraction in Oregon. During the peak tourist season, the parking lot located between the eastbound and westbound lanes in I-84 is often filled to capacity. Frequently, drivers park on the ramp shoulders creating a safety hazard for vehicles entering the parking lot and occasionally for vehicles on the main line. Expanding the parking lot is not an option due to restrictions on the number of visitors the site can accommodate at one time. Drivers need to know when the parking lot is full so that they can bypass the site and possibly visit other nearby scenic attractions.</p> <p>PROPOSED SOLUTION ATTACH SKETCH MAP The project will be to develop a system that detects parking conditions at Multnomah Falls and provides travelers information via VMS, HAR, kiosks, and parking availability signs along I-84. This will include integrating the information into the communications infrastructure and into the TIC.</p>				
TRAVEL LANES (#)							
STRUCTURES (#)							
SIGNALS (#)							
BIKEWAY (Y/N)							
AVERAGE							
YEAR OF AVERAGE							
THROUGHWAY							
REQUESTED, REGION MANAGER			DATE	TRANS COMM APPROVAL DATE	PROGRAM YEAR	FUNDING	

# PROJECT PROSPECTUS

Multnomah Falls Parking  
Mgmt. System Project, Cont'd.

		KEY ID#
SECTION	REGION	MAINTENANCE DISTRICT
<b>PROJECT JUSTIFICATION</b>		
Provide travelers with real-time parking availability at Multnomah Falls. Provide travelers with alternative tourist sites when parking is full.		
<b>ADDITIONAL INFORMATION FOR PROJECTS REQUESTED BY LOCAL JURISDICTIONS</b>		

RESPONSIBLE OFFICE TO BE CONTACTED FOR THE FOLLOWING ACTIVITIES:

1. PUBLIC HEARING/CITIZED	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)
2. ENVIRONMENTAL	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)
1. PRE-ENGINEERING	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)

THIS OFFICIAL REQUEST IS FROM:

THE CITY OF :	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)
BY:	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)
BY:	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)

<b>ADMINISTRATION RECOMMENDATIONS</b>



## PROJECT PROSPECTUS

## PART 2 -- PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH

KEY ID #

SECTION

REGION

ENTER: S---STATE C---CONSULTANT

A---APPLICANT

## PERMITS AND DOCUMENTS

STATE CLEARING HOUSE		SIGNS (PERMANENT)		STORM SEWER		AIRPORT CLEARANCE		WETLANDS	
CITIZEN'S ADVISORY COMM.		STRIPING (PERMANENT)		LANDSCAPING		LAND USE ACTIONS AND PERMITS		ENDANGERED SPECIES	
PHOTOGRAMMETRY		PROJECT SIGNING		IRRIGATION		FLOOD PLAIN		HAZMAT	
RECONNAISSANCE SURVEY		DETOUR		BORROW SOURCE		BUILDING		HISTORIC RESOURCE	
PUBLIC HEARING		ILLUMINATION		MATERIALS SOURCE		CORPS OF ENGRS. / DSL REMOVAL /FILL		AIR CONFORMITY STUDY	
FIELD SURVEY		RR CROSSING		DISPOSAL SITE		COAST GUARD		DEQ NON-POINT SOURCE WATER	
VICINITY MAP		RR PROTECTION		LOCAL AGREEMENT		GEOLOGY AND MINERALS		ARCHAEOLOGICAL SURVEY	
SOILS / GEOTECH INVESTIGATION		RR SEPARATION		SENSITIVE LAND		SIGNALS		NOISE STUDY	
HYDRAULIC STUDY		RR ENCROACHMENT		VALUE ENGINEERING		OLD (#)	NEW (#)	SECTION 4(F)	
RIGHT - OF - WAY				SURPLUS PROPERTY		UTILITIES		(LIST BELOW)	

RIGHT OF WAY LIAISON		EASEMENTS		ACCESS CONTROL (Y/N)		COMPANIES			
				CURRENT	PROPOSED:	Electrical service providers			
ACQUISITIONS				RELOCATIONS					
SIMPLE (#) N/A	COMPLEX (#) N/A		BUSINESS (#) N/A		RESIDENTIAL (#) N/A				
							DESIGN STANDARDS	DESIGN SPEED	EXCEPTION (Y/N)

## TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER BIKE LANE	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER BIKE LANE	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
-----------	-----------	-----------	---------	--------------------	--------	--------	--------	--------	--------	--------	--------	--------------------	---------	-----------	-----------	-----------

## EXISTING

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

## PROPOSED

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

## SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

## SUGGESTED BRIDGE DESIGN

STRUCTURE	LENGTH (FT.)(m)	WIDTH (FT.)(m)	COST	STRUCTURE	LENGTH (FT.)(m)	WIDTH (FT.)(m)	COST
Br 1				Br 5			
Br 2				Br 6			
Br 3				APPROVED, LOCATION ENGINEER			DATE
Br 4				REVISION APPROVED			DATE

PROJECT PROSPECTUS  
Part 3 Project Environmental Classification

		Key ID#	
Section	Bridge No.	Region	County

1) ESTIMATED RIGHT OF WAY IMPACT INCLUDING EASEMENTS, NUMBER OF PARCELS, ACREAGE, AND IMPROVEMENTS

None - within existing rights-of-way

2) ESTIMATED TRAFFIC VOLUME, FLOW PATTENRS, AND SAFETY IMPACTS (INCLUDING CONSTRUCTION IMPACTS, DETOURS, ETC)

Some work expected near roadway to install new field equipment. May require lane closures.

3) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS

None

4) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS

None

5) ESTIMATED BIOLOGICAL AND THEATENED & ENDANGERED SPECIES IMPACTS

None

6) ESTIMATED ARCHEOLOGICAL AND HISTORICAL IMPACTS

None

7) ESTIMATED PARK AND VISUAL IMPACTS

Field equipment must conform to requirements of the Columbia River Gorge National Scenic Area.

8) ESTIMATED AIR, NOISE, AND ENERGY IMPACTS

None

9) ESTIMATED HAZMAT IMPACTS

None

10) PRELIMINARY IDENTIFICATION OF POTENTIAL AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION	
<input type="checkbox"/> CLASS 1 DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT	<input type="checkbox"/> RECONNAISSANCE
<input type="checkbox"/> CLASS 2 CATEGORICAL EXCLUSION	<input type="checkbox"/> PROGRAMMATIC CATEGORICAL EXCLUSION
<input type="checkbox"/> CLASS 3 ENVIRONMENTAL ASSESSMENT & REVISED ENVIRONMENTAL ASSESSMENT	
PREPARED BY	FHWA OR STATE OFFICIAL APPROVAL

DATE

TELEPHONE NUMBER

DATE

TELEPHONE NUMBER

# REGION ENVIRONMENTAL CHECKLIST ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION)

Project (Name of Project)

Multnomah Falls

Key NO.

## Instructions:

This checklist should be completed and attached to the Part 3. It will provide information to assist in appropriately classifying projects. A "Yes" answer indicates areas of concern, a "No" answer indicates no concerns, and UNK indicates that you didn't check that area. The primary intent of the checklist is to ensure these items have been considered, and were appropriately researched. When something of potential impact is found, explain in the appropriate section of the Part 3. If you have any questions, please call (503) 963-3477. The receptionist will transfer you to the appropriate resource person for assistance.

## AIR

- ☐ YES ☒ NO ☐ UNK Is project in an air quality non-attainment area: ☐ CO ☐ OZONE ☐ PM10
- ☒ YES ☐ NO ☐ UNK Is project missing from: ☒ STIP ☐ TP ☐ TIP
- ☐ YES ☒ NO ☐ UNK Does the project involve adding lanes, signalization, channelization, and / or alignment changes?

## ARCHAEOLOGY

- ☐ YES ☒ NO ☐ UNK Are archaeologically sensitive areas potentially affected (confluence of rivers, headlands, coves, overlooks, etc.)?
- ☐ YES ☐ NO ☒ UNK Do local city / county Comprehensive Plans indicate potential Goal 5 resources?
- ☐ YES ☐ NO ☒ UNK Does contact with local USFS or BLM archaeologist indicate any problems?

Extent and cause of previous ground disturbance (minor, major)?

## BIOLOGY

- Please provide: USGS Quad Name \_\_\_\_\_ Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local ODFW (District Fish / Game / Habitat / Non-game biologists) indicate any problems?
- ☐ YES ☒ NO ☐ UNK Any local knowledge of T&E or sensitive species in area?
- ☐ YES ☐ NO ☒ UNK Does contact with local BLM or USFS biologists indicate any problems?

What are the results from a Natural Heritage Data Base check?

Confirmed ODFW in-water preferred work periods for project area? (List if applicable)

List any streams impacted by project

## ENERGY

- ☐ YES ☐ NO ☒ UNK Does project affect energy use due to traffic patterns / volumes changes?

## GEOLOGY

- ☐ YES ☐ NO ☒ UNK Discussions with Region geologist indicate any major concerns?
- ☒ YES ☐ NO ☐ UNK Drilling / exploration anticipated? Equipment foundations

## HAZARDOUS MATERIALS

- ☐ YES ☐ NO ☒ UNK Does contact with local DEQ office indicate any concerns?
- ☐ YES ☐ NO ☒ UNK Does contact with State Fire Marshal's office indicate any concern?
- ☐ YES ☐ NO ☒ UNK Does contact with local fire department indicate and concerns?
- ☐ YES ☐ NO ☒ UNK Does contact with PUC indicate any highway spills?
- ☐ YES ☒ NO ☐ UNK R/W acquisition impacts gas stations / repair shops / industrial sites / landfills?
- ☐ YES ☐ NO ☒ UNK Ground disturbance anticipated (excavation / drilling etc.) near known hazmat sites?

Checked DEQ lists: ☐ UST ☐ Release incident ☐ RCRA ☐ Solid Waste ☐ TSD ☐ Leaking UST ☐ Confirmed release

(List any occurrence on above lists)

## HISTORICAL

- ☐ YES ☐ NO ☒ UNK Does city / county comp plan list any impacted buildings / items as Goal 5 resources?
- ☐ YES ☐ NO ☒ UNK Any impacted sites on / nominated / listed as eligible for National Register?
- ☐ YES ☐ NO ☒ UNK Does contact with city / county Historical Society indicate potential resources?
- ☐ YES ☐ NO ☐ UNK Any impacted buildings thought to be 50 years or older?
- ☐ YES ☒ NO ☐ UNK Any apparent / unique / suspect structures of possible historical interest?
- ☒ YES ☐ NO ☐ UNK Historic district / trails / bridges? Near historic Multnomah Falls Lodge

## NOISE

- ☐ YES ☒ NO ☐ UNK Any shift in horizontal or vertical alignment? Amount of Horizontal \_\_\_\_\_ ft. Vertical \_\_\_\_\_ ft.
- ☐ YES ☒ NO ☐ UNK Does project increase the number of travel lanes? Existing number of lanes \_\_\_\_\_ Proposed number of \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Any known noise problems / complaints?

Approximate number of buildings / activity areas within 200 feet of proposed R/W line.

Commercial \_\_\_\_\_ Industrial \_\_\_\_\_ Public \_\_\_\_\_

Residences \_\_\_\_\_ Schools \_\_\_\_\_ Churches \_\_\_\_\_ Parks \_\_\_\_\_

## LAND USE / PLANNING

- ☐ YES ☒ NO ☐ UNK Project not identified in local transportation improvement plan?
- ☐ YES ☐ NO ☒ UNK Does contact with local jurisdiction planning department indicate any concerns?
- ☒ YES ☐ NO ☐ UNK Is project outside of UGB?
- ☐ YES ☒ NO ☐ UNK Does project cross or touch UGB?
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- ☐ YES ☐ NO ☒ UNK Does contact with local SCS indicate "High Value" farmland concerns?
- ☐ YES ☒ NO ☐ UNK Farmland Conversion impact Rating applicable?

Project (Name of Project)

Key NO

Multnomah Falls

## LAND USE / PLANNING (Cont.)

List zoning designations being impacted \_\_\_\_\_

Region Planner's opinion on conformance (If not, why) \_\_\_\_\_

TPR \_\_\_\_\_

LCDC Goals \_\_\_\_\_

Comp. Plan (county / city or both) \_\_\_\_\_

## SECTION 4(f) POTENTIAL

☐ YES ☒ NO ☐ UNK Parks, wildlife refuges, historic buildings, recreational areas, etc. impacted? \_\_\_\_\_

## SECTION 6(f) POTENTIAL

☐ YES ☒ NO ☐ UNK Land & Water Conservation Funds used to acquire parks, etc.? \_\_\_\_\_

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☐ YES ☒ NO ☐ UNK Do building displacements appear key to economy / neighborhood? \_\_\_\_\_Number of displacements: 0General use of land: Residential ☐ Commercial ☐ Farmland ☐ Range ☐ Public ☐ Other (explain) \_\_\_\_\_Estimate of number of people living / working adjacent to project: 0 - 30 ☐ 31 - 100 ☐ 100 ☐Observed racial / ethnic backgrounds living / working in area: Caucasias ☐ Black ☐ Asian ☐ Mexican - American / ☐ Native American ☐Were MANY OF FOLLOWING OBSERVED: Elderly ☐ Many children ☐ Disabled ☐

## VISUAL

☒ YES ☐ NO ☐ UNK Designated Scenic Highway? Includes Columbia River Gorge☐ YES ☐ NO ☒ UNK Oregon Forest Practices Act restrictions apply? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Major cut / fills? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Bridges or large retaining walls anticipated? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any rivers on Oregon Scenic Waterway listing? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any rivers on the Federal Wild and Scenic River Listing? \_\_\_\_\_

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☐ YES ☐ NO ☒ UNK Within FEMA 100 year flood plain? \_\_\_\_\_☐ YES ☐ NO ☒ UNK Within FEMA regulated floodway? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Water quality limited stream impacted? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any active wells impacted? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Projected ADT of 30,000 or greater? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Navigable waterway? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Is stream on ODFW Rivers Information System database? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any irrigation districts impacted? \_\_\_\_\_

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## WETLANDS

☐ YES ☐ NO ☒ UNK National wetlands inventory maps indicate any potential concerns? \_\_\_\_\_☐ YES ☐ NO ☒ UNK Soil conservation maps indicate hydric soils in project area? \_\_\_\_\_☐ YES ☐ NO ☒ UNK Local Comprehensive Plan show any wetlands as protected resources? \_\_\_\_\_☐ YES ☐ NO ☒ UNK Riparian or wetland vegetation evident from visual inspection? \_\_\_\_\_

## PERMITS

☐ YES ☐ NO US Corps of Engineers Section 404/DSL Removal and Fill☐ YES ☐ NO DEQ Indirect Source (Air)☐ YES ☐ NO PUC (railroad)☐ YES ☐ NO DOGAMI☐ YES ☐ NO Coast Guard☐ YES ☐ NO National Pollutant Discharge Elimination System (NPDES)☐ YES ☐ NO Other \_\_\_\_\_

## CLEARANCES

☐ YES ☐ NO State and / or federal Endangered Species Act☐ YES ☐ NO State Historic Preservation Office (Historic)☐ YES ☐ NO State Historic Preservation Office (Archneological)☐ YES ☐ NO FHWA Noise☐ YES ☐ NO Air Conformity☐ YES ☐ NO DEQ Commercial / Industrial Noise☐ YES ☐ NO Hazmat Clearance☐ YES ☐ NO Erosion Control

Prepared By \_\_\_\_\_

Phone Number \_\_\_\_\_

Date \_\_\_\_\_



# Project Prospectus

WIN	SR <b>I-84</b>	TITLE(WIN) <b>AREA ATMS STRATEGIC PLAN</b>				
	PIN	TYPE OF WORK <b>intelligent Transportation System Component</b>				
FUNCTIONALCLASS Interstate		NHS STATUS NHS	REGION Boise	DATE FORM REVISED	REVISION NO	
BEGIN KP _____ MP _____	END KP _____ MP _____	LENGTH KM _____ Miles _____	PAVING LENGTH Lane KM _____ Lane Miles _____	Need for Right-of-Way? __Yes __ No X Undetermined		

STATEMENT OF DEFICIENCY OR BENEFIT: Is this deficiency addressed in the 20 year System Plan? Yes No

daho Transportation Department will gain a clear understanding of what type of traffic management system is needed to meet their present and future needs, thereby enabling a reliable estimate to be developed for the ATMS implementation.

ROADWAY GEOMETRIC DATA	EXISTING	PROPOSED	STANDARDS	Design Year Date _____	
TOTAL NO. THROUGH LANES					
NO. LANES THIS PROPOSAL					
LANE WIDTH ft/meter	/	/	/	CURRENT	DESIGN YEAR
SHOULDER WIDTH LT ft/meter	/	/	/	(1995) ADT: _____	_____
SHOULDER WIDTH RT ft/meter	/	/	/	TRUCK %: _____	_____
ROADWAY WIDTH ft/meter	/	/	/		
AUX LANE LENGTH miles/KM	/	/	/	Eligible for Federal Aid	X Yes __No
AUX LANE WIDTH ft/meter	/	/	/	Other Partner?	__Yes __No
MEDIAN WIDTH ft/meter	/	/	/		

## PROPOSED STRATEGY

PIN	%	Sub-Program/Category SR: Begin to End MP	Description
		SR Begin MP End MP	<p>This will be a strategic plan to develop the needs and requirements for a Boise area ATMS. This phase is recommended to determine the nature <b>and scope of the system</b>, including an operation center. Issues to be evaluated include: traffic management; emergency management; traveler information service provider functions; integration of highway field devices; and corridor coordination. The products of the study will be an analysis of the areas needs, an architecture definition that reflects potential solutions, ar estimate for budgeting purposes, and a requirements docuemnt. No potential architecture is provided below since it is subject to change until the evaluation of requirements is completed. After the study is complete a more accurate estimate would be available for the implementation phase.</p> <p>Project Cost Estimate \$220,000</p>

REGIONAL ADMINISTRATOR	DATE
OSC DESIGN CONCURRENCE	DATE
SERVICE CENTER COMMENTS	
OSC PROGRAM MANAGEMENT APPROVAL	DATE



# Project Prospectus

WIN	SR I-84	TITLE(WIN) <b>BOISE AREA COMMUNICATIONS INTEGRATION</b>				
		TYPE OF WORK <b>Intelligent Transportation System Component</b>				
	PIN	FUNCTIONAL CLASS Interstate	NHS STATUS NHS	REGION Boise	DATE FORM REVISED	REVISION NO
BEGIN KP _____ MP _____	END KP _____ MP _____	LENGTH KM _____ Miles _____	PAVING LENGTH	Lane KM _____ Lane Miles _____	Need for Right-of-Way? __ Yes __ No <u>X</u> Undetermined	

STATEMENT OF DEFICIENCY OR BENEFIT:	Is this deficiency addressed in the 20 year System Plan?	Yes	No
The Boise area will benefit from real-time information on road and traffic conditions and incidents.			

ROADWAY GEOMETRIC DATA	EXISTING	PROPOSED	STANDARDS	Design Year Date _____	
TOTAL NO. THROUGH LANES					
NO LANES THIS PROPOSAL					
LANE WIDTH ft/meter	/	/	/		
SHOULDER WIDTH LT ft/meter	/	/	/	CURRENT	
SHOULDER WIDTH RT. ft/meter	/	/	/	DESIGN YEAR	
ROADWAY WIDTH ft/meter	/	/	/	(1995) ADT: _____	
AUX LANE LENGTH miles/KM	/	/	/	TRUCK %: _____	
AUX LANE WIDTH ft/meter	/	/	/		
MEDIAN WIDTH ft/meter	/	/	/	Eligible for Federal Aid <u>X</u> Yes __ No	
				Other Partner? __ Yes __ No	

PROPOSED STRATEGY			
PIN	%	Sub-Program/Category SR: Begin to End MP	Description
		SR    Begin MP    End MP	<p>This project will implement the communications network in the Boise area and link it with the Oregon I-84 Communications Network. The project will also integrate all appropriate I-84 with the communications network and the Boise TOC. A SONET Microwave backbone with a fully open architecture is included as the most cost-effective solution. This project would be coordinated with the Boise area ATMS strategic plan and the Corridor System Manager to ensure that communications with the corridor and integration of field devices are planned for.</p> <p>Project Cost Estimate                      \$965,000 Maintenance Cost (5 years)              60,000</p>

REGIONAL ADMINISTRATOR	DATE
OSC DESIGN CONCURRENCE	DATE
SERVICE CENTER COMMENTS.	
OSC PROGRAM MANAGEMENT APPROVAL:	DATE



# Project Prospectus

WIN	SR I-84	TITLE(WIN) I-84 (IDAHO) VMS DEPLOYMENT				
		TYPE OF WORK <b>Intelligent Transportation System Component</b>				
	PIN	FUNCTIONAL CLASS Interstate	NHS STATUS N H S	REGION Boise	DATE FORM REVISED	REVISION NO

BEGIN KP _____ MP _____	END. KP _____ MP _____	LENGTH KM _____ Miles _____	PAVING LENGTH Lane KM _____ Lane Miles _____	Need for Right-of-Way? ___Yes ___No <b>X</b> Undetermined
-------------------------------	------------------------------	-----------------------------------	--	--

STATEMENT OF DEFICIENCY OR BENEFIT:	Is this deficiency addressed in the 20 year System Plan?    Yes    No
<p>The Boise area will benefit from real-time information on road and traffic conditions and incidents.</p>	

ROADWAY GEOMETRIC DATA	EXISTING	PROPOSED	STANDARDS		
TOTAL NO THROUGH LANES				Design Year Date _____  <div style="display: flex; justify-content: space-between;"> <span>CURRENT</span> <span>DESIGN YEAR</span> </div> (1995) ADT: _____ TRUCK %: _____	
NO LANES THIS PROPOSAL					
LANE WIDTH <span style="float:right">ft/meter</span>	/	/	/		
SHOULDER WIDTH LT <span style="float:right">ft/meter</span>	/	/	/		
SHOULDER WIDTH RT <span style="float:right">ft/meter</span>	/	/	/	Eligible for Federal Aid    ___Yes ___No Other Partner?    ___Yes ___No	
ROADWAY WIDTH <span style="float:right">ft/meter</span>	/	/	/		
AUX LANE LENGTH <span style="float:right">miles/KM</span>	/	/	/		
AUX LANE WIDTH <span style="float:right">ft/meter</span>	/	/	/		
MEDIAN WIDTH <span style="float:right">ft/meter</span>	/	/	/		

PROPOSED STRATEGY			
PIN	%	Sub-Program/Category SR: Begin to End MP	Description
		<div style="border-bottom: 1px solid black; padding-bottom: 5px;">SR    Begin    MP    End    MP</div> <div style="border-bottom: 1px solid black; height: 20px;"></div> <div style="border-bottom: 1px solid black; height: 20px;"></div>	<p>This project will install three (3) permanent variable message signs (VMS) to provide messages for congestion, weather, road conditions, and recommended diversions, and one (1) portable VMS sign to deal with special situations (events and construction). This project will also integrate the VMS signs to the Boise Area Communications Network and the Boise TOC. The portable VMS will be connected to the Boise TOC via wireless (most likely cellular). Preliminary locations for the three permanent signs are: Eastbound I-84 near mile post; Westbound I-84 near mile post 48; and Westbound I-84 near mile post 60. Idaho Transportation Department will be able to coordinate messages with the VMS sign being installed in Oregon at Eastbound I-84 near mile post 375.</p> <div style="text-align: right; margin-top: 20px;">             Project Cost Estimate                      \$390,000              Maintenance Cost (5 years)                10,000           </div>

REGIONAL ADMINISTRATOR	DATE
OSC DESIGN CONCURRENCE	DATE
service CENTER COMMENTS	
OSC PROGRAM MANAGEMENT APPROVAL	DATE



# Project Prospectus

		SR 1-84	TITLE(WIn) <b>IDAHO I-84 KIOSK</b>			
		TYPE OF WORK <b>Intelligent Transportation System Component</b>				
PIN		FUNCTIONAL CLASS interstate	NHS STATUS NHS	REGION Boise	DATE FORM REVISED	REVISION NO

BEGIN KP _____ MP _____	END KP _____ MP _____	LENGTH. KM _____ Miles _____	PAVING LENGTH. Lane KM _____ Lane Miles _____	Need for Right-of-Way? ___Yes ___No <input checked="" type="checkbox"/> Undetermined
-------------------------------	-----------------------------	------------------------------------	---	---

STATEMENT OF DEFICIENCY OR BENEFIT:	Is this deficiency addressed in the 20 year System Plan? Yes No
-------------------------------------	---

Boise area travelers will receive real-time traffic status, weather, and road conditions to improve safety and reduce incidents. Travelers will also receive additional traveler services such as yellow pages information, reservations, special event notices, and optional tourist sites.

ROADWAY GEOMETRIC DATA	EXISTING	PROPOSED	STANDARDS	Design YearDate _____  CURRENT DESIGN YEAR (1995) ADT: _____ TRUCK %: _____
TOTAL NO THROUGH LANES				
NO LANES THIS PROPOSAL				
LANE WIDTH ft/meter	/	/	/	
SHOULDER WIDTH LT ft/meter	/	/	/	Eligible for Federal Aid <input checked="" type="checkbox"/> Yes ___No Other Partner? ___Yes ___No
SHOULDER WIDTH RT ft/meter	/	/	/	
ROADWAY WIDTH ft/meter	/	/	/	
AUX LANE LENGTH miles/KM	/	/	/	
AUX LANE WIDTH ft/meter	/	/	/	
MEDIAN WIDTH ft/meter	/	/	/	

proposed 3 STRATEGY

PIN	%	Sub-Program/Category SR: Begin to End M	Description
		<div style="border: 1px solid black; padding: 5px;"> <div style="display: flex; justify-content: space-between;"> <span>ESR Begin MP</span> <span>M</span> <span>P</span> </div> <div style="border: 1px solid black; height: 40px; margin-top: 5px;"></div> </div>	<p>This project will implement traveler information kiosks at the Boise Airport and eastbound I-84 near mile post 2 in Idaho. The kiosks will initially provide road conditions/status, weather, tourist information, yellow pages, and advisories. In addition, the kiosks will provide the capability to add features such as reservations and traveler services from other regions. The project will be coordinated with the Trip Trave Information Project to ensure that information is provided to the kiosks from the ATIS system and to coordinate information with the Ontario, Oregon kiosk.</p> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div>Project Cost Estimate</div> <div>\$285,000</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Maintenance Cost (5 years)</div> <div>15,000</div> </div>

REGIONAL ADMINISTRATOR _____	DATE _____
OSC DESIGN CONCURRENCE _____	DATE _____
SERVICE CENTER COMMENTS _____	
OSC PROGRAM MANAGEMENT APPROVAL _____	DATE _____



# Project Prospectus

WIN	SR	<b>IDAHO ROAD WEATHER, AND INFORMATION SYSTEM (RWIS) UPGRADE</b>				
	I-84	TYPE OF WORK Intelligent Transportation System Component				
	PIN	FUNCTIONAL CLASS Interstate	NHS STATUS NHS	REGION Boise	DATE FORM REVISED	REVISION NO

BEGIN KP _____ MP _____	END. KP _____ MP _____	LENGTH KM _____ Miles _____	PAVING LENGTH Lane KM _____ Lane Miles _____	Need for Right-of-Way? __Yes __ No <b>X</b> Undetermined
-------------------------------	------------------------------	-----------------------------------	--	---

STATEMENT OF DEFICIENCY OR BENEFIT:	Is this deficiency addressed in the 20 year System Plan?      Yes      No
<p>TD would add video surveillance to the area at a reduced cost by using the RWIS sites.</p>	

ROADWAY GEOMETRIC DATA	EXISTING	PROPOSED	STANDARDS	
TOTAL NO THROUGH LANES				Design Year Date _____  CURRENT      DESIGN YEAR (1995) ADT: _____ TRUCK %: _____
NO LANES THIS PROPOSAL				
LANE WIDTH      ft/meter	/	/	/	
SHOULDER WIDTH LT      ft/meter	/	/	/	
SHOULDER WIDTH RT.      ft/meter	/	/	/	
ROADWAY WIDTH      ft/meter	/	/	/	
AUX LANE LENGTH      miles/KM	/	/	/	Eligible for Federal Aid <b>X</b> Yes __No Other Partner?      __Yes __No
AUX LANE WIDTH      ft/meter	/	/	/	
MEDIAN WIDTH      ft/meter	/	/	/	

PROPOSED STRATEGY			
PIN	%	Sub-Program/Category SR: Begin to End MP	Description
		SR    Begin    MP      End    MP	<p>This project will upgrade existing RWIS sites in the Boise area to include CCTV at each site and support the integration of RWIS sites with the Boise Area Communications Network. The actual integration into the network will be done under the Boise Area Communications Network project. It is anticipated that the RWIS will add CCTV and a controller to the existing equipment. The controller will provide the interface to the network, the Boise TOC, and to the CCTV equipment.</p> <p style="text-align: right;">Project Cost Estimate      \$55,000 Maintenance Cost (5 years)      10,000</p>

REGIONAL ADMINISTRATOR	DATE
OSC DESIGN CONCURRENCE	DATE
SERVICE CENTER COMMENTS:	
OSC PROGRAM MANAGEMENT APPROVAL	DATE

## PROJECT PROSPECTUS

SEE INSTRUCTIONS ON PAGE 2

PROJECT TITLE TRIP TRAVEL INFORMATION SYSTEM						KEY ID#	
REGION						MAINTENANCE DISTRICT	
STATE HIGHWAY # I-84	HIGHWAY NAME				MILEPOST FROM Portland to Idaho		LENGTH (km)
<input checked="" type="checkbox"/> URBAN <input checked="" type="checkbox"/> RURAL	CITY			COUNTY	ROAD/STREET NAME		
ROUTE #	NHS <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	HPMS	FC	APPLICANT (IF OTHER THAN STATE)			
U S CONGRESSIONAL DISTRICT		STATE SENATE DISTRICT			STATE REPRESENTATIVE DISTRICT		
COST ESTIMATES (000's)		PROJECT DATE			RIGHT OF WAY		
PRELIMINARY ENGINEERING	\$	GRADING		FILES	(#)		
RIGHT OF WAY	\$	PAVING		HECTARES	(#)		
ROADWAY	\$	STRUCTURES		RELOCATIONS	(#)		
STRUCTURES	\$	SIGNING		WORK BY STATE/CONSULTANT/APPLICANT			
SIGNALS	\$	SIGNALS		PRELIMINARY ENGINEERING	(S.C.A)		
ILLUMINATION	\$	ILLUMINATION		CONSTRUCTION ENGINEERING	(S.C.A)		
TEMPORARY	\$	MAINTENANCE COST FOR 5 YEARS (000)	\$25	RIGHT OF WAY DESCRIPTIONS	(S.C.A)		
	\$	ENVIRONMENTAL CLASS (1,2,3)		RIGHT OF WAY ACQUISITIONS	(S.C.A)		
ENGINEERING	\$	DESIGN CATEGORY (1-7)		CONSTRUCTION BY			
TOTAL CONSTRUCTION	\$	WORK TYPE (1-12)		_ CONTRACT _ OTHER _ STATE FORCE			
TOTAL ESTIMATE	\$ 495			_ CITY FORCE			
RECOMMENDED LET DATE STATE SENATE DISTRICT		(QUARTER/YEAR)		RECOMMENDED FUND SOURCE	(P.E.)	(R/W)	(CONST)
RECOMMENDED PROGRAM REVISIONS							
<input type="checkbox"/> POSTPONE <input type="checkbox"/> CANCEL	SECTION			FUNDS	CUR YR.	ESTIMATE (000's)	
<input type="checkbox"/> POSTPONE <input type="checkbox"/> CANCEL	SECTION			FUNDS	CUR YR	ESTIMATE (000's)	
ITEM	EXISTING	PROPOSED	DEFINE THE PROBLEM:				
TRAVEL LANES (#)			Rain, snow, and ice related accident rates are a problem in many locations in the corridor. Other weather related problems, including high wind and fog sometimes require the freeway to be closed during the year. There is a need for real-time weather and roadway information before leaving and during the trip.				
STRUCTURES (#)							
SIGNALS (#)							
BIKEWAY (Y/N)			PROPOSED SOLUTION ATTACH SKETCH MAP This project will integrate a Traveler Information Center (TIC) into the Portland Traffic Management Operations Center (TMOC). This center will coordinate traveler data and disseminate it via HAT, HAR, VMS, kiosk, the internet, and private companies. Part of this effort will be to establish the data center for ATIS and a WEB page capability. Integration into the corridor communications backbone will also be part of this effort. This project will need to go in parallel with the kiosk projects. Development of the HAT and the HAR will be done under this project. Will include Washington and Idaho elements of the Portland-to-Boise Corridor.				
AVERAGE							
YEAR OF AVERAGE							
THROUGHWAY							
REQUESTED, REGION MANAGER			DATE	TRANS COMM APPROVAL DATE	PROGRAM YEAR	FUNDING	

# PROJECT PROSPECTUS

Trip Travel Information  
System Project, Cont'd.

		KEY ID#
SECTION	REGION	MAINTENANCE DISTRICT
<b>PROJECT JUSTIFICATION</b>		
Travelers receive coordinated, real-time traffic, transit, weather, and road status information.		
<b>ADDITIONAL INFORMATION FOR PROJECTS REQUESTED BY LOCAL JURISDICTIONS</b>		

RESPONSIBLE OFFICE TO BE CONTACTED FOR THE FOLLOWING ACTIVITIES:

1. PUBLIC HEARING/CITIZED	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)
2. ENVIRONMENTAL	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)
1. PRE-ENGINEERING	<input type="text"/>	(OFFICE)	<input type="text"/>	(PHONE)

THIS OFFICIAL REQUEST IS FROM:

THE CITY OF :	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)
BY:	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)
BY:	<input type="text"/>	(OFFICE)	<input type="text"/>	(COUNTY)

<b>ADMINISTRATION RECOMMENDATIONS</b>



## PART 2 -- PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH

KEY ID #

SECTION

REGION

 ENTER: S---STATE C---CONSULTANT  
 A---APPLICANT

## PERMITS AND DOCUMENTS

STATE CLEARING HOUSE	SIGNS (PERMANENT)	STORM SEWER	AIRPORT CLEARANCE	WETLANDS
CITIZEN'S ADVISORY COMM.	STRIPING (PERMANENT)	LANDSCAPING	LAND USE ACTIONS AND PERMITS	ENDANGERED SPECIES
PHOTOGRAMMETRY	PROJECT SIGNING	IRRIGATION	FLOOD PLAIN	HAZMAT
RECONNAISSANCE SURVEY	DETOUR	BORROW SOURCE	BUILDING	HISTORIC RESOURCE
PUBLIC HEARING	ILLUMINATION	MATERIALS SOURCE	CORPS OF ENGRS. / DSL REMOVAL /FILL	AIR CONFORMITY STUDY
FIELD SURVEY	RR CROSSING	DISPOSAL SITE	COAST GUARD	DEQ NON-POINT SOURCE WATER
VICINITY MAP	RR PROTECTION	LOCAL AGREEMENT	GEOLOGY AND MINERALS	ARCHAEOLOGICAL SURVEY
SOILS / GEOTECH INVESTIGATION	RR SEPARATION	SENSITIVE LAND	SIGNALS	NOISE STUDY
HYDRAULIC STUDY	RR ENCROACHMENT	VALUE ENGINEERING	OLD (#)	NEW (#)
RIGHT - OF - WAY		SURPLUS PROPERTY	UTILITIES	(LIST BELOW)
RIGHT OF WAY LIAISON	EASEMENTS	ACCESS CONTROL (Y/N) CURRENT PROPOSED:	COMPANIES	
ACQUISITIONS		RELOCATIONS		
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)	
N/A	N/A	N/A	N/A	DESIGN STANDARDS DESIGN SPEED EXCEPTION (Y/N)

## TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER BIKE LANE	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER BIKE LANE	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
-----------	-----------	-----------	---------	--------------------	--------	--------	--------	--------	--------	--------	--------	--------------------	---------	-----------	-----------	-----------

## EXISTING

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

## PROPOSED

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

## SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

## SUGGESTED BRIDGE DESIGN

STRUCTURE	LENGTH (FT.)(m)	WIDTH (FT.)(m)	COST	STRUCTURE	LENGTH (FT.)(m)	WIDTH (FT.)(m)	COST
Br 1				Br 5			
Br 2				Br 6			
Br 3				APPROVED, LOCATION ENGINEER			DATE
Br 4				REVISION APPROVED			DATE



# PROJECT PROSPECTUS

## Part 3 Project Environmental Classification

Key ID # \_\_\_\_\_

Section	Bridge No.	Region	County
---------	------------	--------	--------

1) ESTIMATED RIGHT OF WAY IMPACT (INCLUDING EASEMENTS, NUMBER OF PARCELS, ACREAGE, AND IMPROVEMENTS)

**None - will be located in existing Traffic Management Operations Center in Region 1**

2) ESTIMATED TRAFFIC VOLUME, FLOW PATTERNS, AND SAFETY IMPACTS (INCLUDING CONSTRUCTION IMPACTS, DETOURS, ETC.)

**None**

3) ESTIMATED LAND USE AND SOCIOECONOMIC IMPACT (INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN)

**None**

4) ESTIMATED WETLANDS, WATERWAYS, AND WATER QUALITY IMPACTS

**None**

5) ESTIMATED BIOLOGICAL AND THREATENED &amp; ENDANGERED SPECIES IMPACTS

**None**

6) ESTIMATED ARCHEOLOGICAL AND HISTORICAL IMPACTS

**None**

7) ESTIMATED PARK AND VISUAL IMPACTS

**None**

8) ESTIMATED AIR, NOISE, AND ENERGY IMPACTS

**None**

9) ESTIMATED HAZMAT IMPACTS

**None**

10) PRELIMINARY IDENTIFICATION OF POTENTIAL AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

**None**

## RECOMMENDED PROJECT CLASSIFICATION

- |  |   |
|--|---|
| <input type="checkbox"/> CLASS 1 DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT                | <input type="checkbox"/> RECONNAISSANCE                     |
| <input type="checkbox"/> CLASS 2 CATEGORICAL EXCLUSION                                       | <input type="checkbox"/> PROGRAMMATIC CATEGORICAL EXCLUSION |
| <input type="checkbox"/> CLASS 3 ENVIRONMENTAL ASSESSMENT & REVISED ENVIRONMENTAL ASSESSMENT |   |

PREPARED BY		FHWA OR STATE OFFICIAL APPROVAL	
DATE	TELEPHONE NUMBER	DATE	TELEPHONE NUMBER

REGION ENVIRONMENTAL CHECKLIST  
ATTACHMENT TO PART 3 (PROJECT ENVIRONMENTAL CLASSIFICATION)

Project (Name of Project)

Key NO.

Trip Travel Information Systems

**Instructions:**

This checklist should be completed and attached to the Part 3. It will provide information to assist in appropriately classifying projects. A "Yes" answer indicates areas of concern, a "No" answer indicates no concerns, and UNK indicates that you didn't check that area. The primary intent of the checklist is to ensure these items have been considered, and were appropriately researched. When something of potential impact is found, explain in the appropriate section of the Part 3. If you have any questions, please call (503) 963-3477. The receptionist will transfer you to the appropriate resource person for assistance.

**AIR**

- ☒ YES ☐ NO ☐ UNK Is project in an air quality non-attainment area: ☒ CO ☐ OZONE ☐ PM10
- ☒ YES ☐ NO ☐ UNK Is project missing from: ☒ STIP ☐ TP ☐ TIP
- ☐ YES ☒ NO ☐ UNK Does the project involve adding lanes, signalization, channelization, and / or alignment changes?

**ARCHAEOLOGY**

- ☐ YES ☒ NO ☐ UNK Are archaeologically sensitive areas potentially affected (confluence of rivers, headlands, coves, overlooks, etc.)?
- ☐ YES ☐ NO ☒ UNK Do local city / county Comprehensive Plans indicate potential Goal 5 resources?
- ☐ YES ☒ NO ☐ UNK Does contact with local USFS or BLM archaeologist indicate any problems?

Extent and cause of previous ground disturbance (minor, major)?

**BIOLOGY**

- Please provide: USGS Quad Name \_\_\_\_\_ Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local ODFW (District Fish / Game / Habitat / Non-game biologists) indicate any problems?
- ☐ YES ☒ NO ☐ UNK Any local knowledge of T&E or sensitive species in area?
- ☐ YES ☐ NO ☒ UNK Does contact with local BLM or USFS biologists indicate any problems?

What are the results from a Natural Heritage Data Base check?

Confirmed ODFW in-water preferred work periods for project area? (List if applicable)

List any streams impacted by project

**ENERGY**

- ☐ YES ☐ NO ☒ UNK Does project affect energy use due to traffic patterns / volumes changes?

**GEOLOGY**

- ☐ YES ☐ NO ☒ UNK Discussions with Region geologist indicate any major concerns?
- ☐ YES ☒ NO ☐ UNK Drilling / exploration anticipated?

**HAZARDOUS MATERIALS**

- ☐ YES ☐ NO ☒ UNK Does contact with local DEQ office indicate any concerns?
- ☐ YES ☐ NO ☒ UNK Does contact with State Fire Marshal's office indicate any concern?
- ☐ YES ☐ NO ☒ UNK Does contact with local fire department indicate and concerns?
- ☐ YES ☒ NO ☐ UNK Does contact with PUC indicate any highway spills?
- ☐ YES ☒ NO ☐ UNK R/W acquisition impacts gas stations / repair shops / industrial sites / landfills?
- ☐ YES ☒ NO ☐ UNK Ground disturbance anticipated (excavation / drilling etc.) near known hazmat sites?

Checked DEQ lists: ☐ UST ☐ Release incident ☐ RCRA ☐ Solid Waste ☐ TSD ☐ Leaking UST ☐ Confirmed release

(List any occurrence on above lists)

**HISTORICAL**

- ☐ YES ☒ NO ☐ UNK Does city / county comp plan list any impacted buildings / items as Goal 5 resources?
- ☐ YES ☒ NO ☐ UNK Any impacted sites on / nominated / listed as eligible for National Register?
- ☐ YES ☒ NO ☐ UNK Does contact with city / county Historical Society indicate potential resources?
- ☐ YES ☒ NO ☐ UNK Any impacted buildings thought to be 50 years or older?
- ☐ YES ☒ NO ☐ UNK Any apparent / unique / suspect structures of possible historical interest?
- ☐ YES ☒ NO ☐ UNK Historic district / trails / bridges?

**NOISE**

- ☐ YES ☒ NO ☐ UNK Any shift in horizontal or vertical alignment? Amount of Horizontal \_\_\_\_\_ ft. Vertical \_\_\_\_\_ ft.
- ☐ YES ☒ NO ☐ UNK Does project increase the number of travel lanes? Existing number of lanes \_\_\_\_\_ Proposed number of \_\_\_\_\_
- ☐ YES ☒ NO ☐ UNK Any known noise problems / complaints?

Approximate number of buildings / activity areas within 200 feet of proposed R/W line:

Commercial \_\_\_\_\_ Industrial \_\_\_\_\_ Public \_\_\_\_\_

Residences \_\_\_\_\_ Schools \_\_\_\_\_ Churches \_\_\_\_\_ Parks \_\_\_\_\_

**LAND USE / PLANNING**

- ☐ YES ☒ NO ☐ UNK Project not identified in local transportation improvement plan?
- ☐ YES ☐ NO ☒ UNK Does contact with local jurisdiction planning department indicate any concerns?
- ☐ YES ☒ NO ☐ UNK Is project outside of UGB?
- ☐ YES ☒ NO ☐ UNK Does project cross or touch UGB?
- ☐ YES ☒ NO ☐ UNK Does Coastal Zone Management Act apply?
- ☐ YES ☒ NO ☐ UNK Is it zoned forest or EFU?
- ☐ YES ☒ NO ☐ UNK are there other protected resources (ie, estuary, wetland, greenways, etc.)? If yes, list \_\_\_\_\_
- ☐ YES ☐ NO ☒ UNK Does contact with local SCS indicate "High Value" farmland concerns?
- ☐ YES ☒ NO ☐ UNK Farmland Conversion impact Rating applicable?

Project (Name of Project)

Key NO

Trip Travel Information Systems

## LAND USE / PLANNING (Cont.)

List zoning designations being impacted \_\_\_\_\_

Region Planner's opinion on conformance (If not, why): \_\_\_\_\_

TPR \_\_\_\_\_

LCDC Goals \_\_\_\_\_

Comp. Plan (county / city or both) \_\_\_\_\_

## SECTION 4(f) POTENTIAL

☐ YES ☒ NO ☐ UNK Parks, wildlife refuges, historic buildings, recreational areas, etc. impacted? \_\_\_\_\_

## SECTION 6(f) POTENTIAL

☐ YES ☒ NO ☐ UNK Land & Water Conservation Funds used to acquire parks, etc.? \_\_\_\_\_

## SOCIOECONOMICS

☐ YES ☒ NO ☐ UNK Do building displacements appear key to economy / neighborhood? \_\_\_\_\_

Number of displacements: \_\_\_\_\_

General use of land: Residential ☐ Commercial ☐ Farmland ☐ Range ☐ Public ☐ Other (explain) \_\_\_\_\_Estimate of number of people living / working adjacent to project: 0 - 30 ☐ 31 - 100 ☐ 100 ☐Observed racial / ethnic backgrounds living / working in area: Caucasians ☐ Black ☐ Asian ☐ Mexican - American / ☐ Native American ☐Were MANY OF FOLLOWING OBSERVED: Elderly ☐ Many children ☐ Disabled ☐

## VISUAL

☐ YES ☒ NO ☐ UNK Designated Scenic Highway? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Oregon Forest Practices Act restrictions apply? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Major cut / fills? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Bridges or large retaining walls anticipated? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any rivers on Oregon Scenic Waterway listing? \_\_\_\_\_☐ YES ☐ NO ☐ UNK Any rivers on the Federal Wild and Scenic River Listing? \_\_\_\_\_

## WATERWAYS / WATER QUALITY

☐ YES ☒ NO ☐ UNK Within FEMA 100 year flood plain? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Within FEMA regulated floodway? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Water quality limited stream impacted? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any active wells impacted? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Projected ADT of 30,000 or greater? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Navigable waterway? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Is stream on ODFW Rivers Information System database? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Any irrigation districts impacted? \_\_\_\_\_

If streams affected, what is the fisheries stream classification? \_\_\_\_\_

## WETLANDS

☐ YES ☒ NO ☐ UNK National wetlands inventory maps indicate any potential concerns? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Soil conservation maps indicate hydric soils in project area? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Local Comprehensive Plan show any wetlands as protected resources? \_\_\_\_\_☐ YES ☒ NO ☐ UNK Riparian or wetland vegetation evident from visual inspection? \_\_\_\_\_

## PERMITS

☐ YES ☐ NO US Corps of Engineers Section 404/DSL Removal and Fill☐ YES ☐ NO DEQ Indirect Source (Air)☐ YES ☐ NO PUC (railroad)☐ YES ☐ NO DOGAMI☐ YES ☐ NO Coast Guard☐ YES ☐ NO National Pollutant Discharge Elimination System (NPDES)☐ YES ☐ NO Other \_\_\_\_\_

## CLEARANCES

☐ YES ☐ NO State and / or federal Endangered Species Act☐ YES ☐ NO State Historic Preservation Office (Historic)☐ YES ☐ NO State Historic Preservation Office (Archneological)☐ YES ☐ NO FHWA Noise☐ YES ☐ NO Air Conformity☐ YES ☐ NO DEQ Commercial / Industrial Noise☐ YES ☐ NO Hazmat Clearance☐ YES ☐ NO Erosion Control

Prepared By \_\_\_\_\_

Phone Number \_\_\_\_\_

Date \_\_\_\_\_